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Volume CLXVII No. 2187

The SPHERE, London, December 20, 1941

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, December 20, 1941

THE LEADERS OF THE AMERICAN ARMY AND NAVY MEET FOR A MUTUAL CONFERENCE IN WASHINGTON

Each week the members of the U.S. Army and Navy Staffs meet in conference in Washington for a discussion of affairs of mutual interest: this "Joint Board Meeting" has no parallel in this country, where Army and Navy usually work separately—apart, that is, from any directions which may be handed down to the naval and military High Command from the War Cabinet. The picture we reproduce here is one of the first ever to be taken, at the offices of the U.S. War Department, showing the weekly conference in progress. On the left are the Army Commanders—Major-General H. Arnold, Major-General William Bryden and General George C. Marshall, the Chief of the U.S. General Staff. At the head of the table is Admiral H. R. Stark, the Chief of Naval Operations (another picture of whom is given on page 370 of this issue). At the right of the table (reading down from Admiral Stark) are the Navy Commanders—Rear-Admiral R. E. Ingersoll, Rear-Admiral J. H. Towers and Rear-Admiral R. K. Turner. One other member of the Army High Command has been omitted from the picture—Brig.-General H. F. Loomis, who also attends to take part in the important weekly discussions on strategy, supply, equipment, etc.

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A WAR NEWSLETTER —No. 120

1, NEW OXFORD STREET, W.C.1.

The "Prince of Wales."—

Shattering blows are inevitable in any war between well-armed combatants, and the poachers who shoot their grouse before the 12th are first in the Leadenhall Market. The loss of the *Prince of Wales* hit every one of us on the mark and knocked our breath away. I can believe that this blow hit Mr. Churchill as hard as any disaster since the collapse of France. The *Prince of Wales* must, for many reasons, have been dearer to him and more precious than any ship in the Fleet. Only two or three days before, he had spoken to us of his satisfaction that this mighty castle on the chess-board of sea power was where she was at a vital juncture. The Press would describe her as "practically unsinkable." None of us, however slight his understanding of naval strategy, doubted her great importance in the Battle of the Pacific. She went down in the first hours of her active service against Japan. We do not know and cannot guess all the implications. We *do* know that her loss will be avenged, and will not affect the ultimate issue of the War. There is no blow so heavy and so personal but time softens its sharpness. In war, that time is mercifully short, for events move rapidly, and blow counters blow. On the day of this disaster the philosophic mind might have set against it a tremendous Axis set-back. On that same day we had proof that all the boasts and all the force of Hitler's propaganda and Panzer machines had broken on the rock of Russian resistance, and Hitler's prestige had acknowledged a blow as shattering as any in his career of aggression. We cannot but mourn for a brave ship and hundreds of brave men lost. We must not fail to be thankful that we are so determined and so united under Mr. Churchill's leadership that no news, however bad, is kept from us even for an hour, unless questions of strategy are involved. I can remember many black hours in a stormy half-century, and as many ultimate triumphs. I remember the black weeks of December, 1899 (and I remember, with mixed feelings, Mafeking night). I remember the black weeks of the autumn of 1914 and in 1917 and in March, 1918 (and I remember very clearly our March into Cologne and the figure of Foch in the London Victory parade). I remember our feelings when we learned of the collapse of France (and I remember the uplifting of our national spirit when the Battle of Britain was won). War is sheer destruction. We forge our expensive weapons, knowing that their lot is to destroy and to be destroyed. We did not enter *this* war in blinkers, as we entered earlier wars. We entered it with the certainty that we should suffer appalling losses and defeats, and with the determination that "baffled" we would "fight better." It is the habit of the British to lose the first round in every military engagement. It is not their practice to lose the last round. I doubt not we shall face and counter this heavy blow without loss of faith, with determination redoubled, and with valuable experience gained and put into practice. What is the cardinal fact on which we base our redoubled faith in ultimate victory to-day? It is this: Four-fifths of the population of the earth is with us. Four great democracies are allied with the Soviet Union, each united as never before as a people, each actively participating in the battle, with efforts co-ordinated. The resources of man-power and material are overwhelmingly on our side. The Axis Powers are being attacked on half-a-dozen fronts, at a score of vital points, and are receiving severe set-backs at many points. In this orgy of destruction, a right perspective must somehow be maintained, and that perspective must embrace the vast battlefield of the Earth's face entire. We must see the wood as a whole, and we shall surely come through it at last into the light again.

SOLDIERS FROM CRETE PICKED UP BY A BRITISH DESTROYER AT SEA! Whilst the *Kimberley* was on patrol in the Mediterranean she sighted a small rowing-boat drifting aimlessly with the currents. The destroyer stopped and made an investigation: it was found that the occupants were British soldiers who had been hiding in Crete since our evacuation of the island. Their only means of navigation had been a sixpenny compass and a map torn from an atlas!

The World Ablaze.—

And now every continent (and almost every island) is ablaze. The infection spread by the Arch Germ-carrier has poisoned every well-spring on the earth's face, and that Armageddon of the ancient prophets is a reality. Europe and Asia, Africa and Australasia, are in it up to the eyes. The northern half of the American continent is in it as deeply as any, waging a war to the death on two fronts. Japan meant to have it. That is now beyond doubt. She was playing for time, but only for time to make her strategic dispositions, with the now familiar and sickening technique. She was well aware that she could spare but a short time. Otherwise the American war effort and rearmament would have got into its stride, and the odds against Japan would have seemed too great even for the militarists; and even allowing for the initial successes assured to the combatant who strikes before declaring war. They struck at the last moment that remained for any chance of success for one more experiment in aggression; when the lesson of Mussolini's experiment was clear to read, when the lesson of Hitler's experiment was just beginning to call for anxious examination; when the lesson of the China "incident" was casting the shadow of gloom and doubt and dissension in Japan itself. Once more, a war-loving minority, for political ends, has plunged a nation into a death struggle it did not seek. One comfort we may take in pure altruism. It is the last experiment on a grand scale for some time to come. Posterity must benefit from our world tragedy. Whatever further developments and permutations may result from this war of our world, they can only be minor additions to the vast line-up of the battle-front. Whatever those permutations be, they will not owe anything to judicious propaganda or a nice choice of words. This war has proved that words are plaything, and only facts and acts guide decisions. What is the truth about *words* to which Democracy pays such great deference? What is the truth about propaganda on which so much wealth is poured out? Persuasion in this war never yet steeled the heart of a coward, nor converted a traitor, nor diverted a criminal, nor deflected a stoutheart from his duty, nor frightened a brave man. This war has proved it *time and again*. And still propaganda holds the stage, ever more expensively produced; still the nice conduct of words and phrases occupies the whole attention of Departments of State all over the world, still fear and faith in the power of words is to be observed all the world over. In this war, *the play's the thing*. It was a "sombre panorama" indeed which the Premier, in slow and sombre sentences, unfolded on December 8. If any listener underrated the responsibilities of the Prime Minister in war-time, that speech, made at the end of a long and anxious day, must have given him full insight. How can the citizen respond? By redoubling his labours, by facing grim facts with calmness and with faith—with the calmness which comes when things look blackest, and with the faith that relieves that blackest hour which precedes the dawn—*by deeds, not words*. We must expect some hard knocks and set-backs in the next weeks. We must use those weeks in preparing to answer blow with super-blow. Let us get down to it.

New Maps for Old.—

Who is at war with whom? It is a complicated problem. We are on safe ground when we state that China (at least) is now at war with Japan after four years of a death struggle; that Japan is at war with Britain and America and the Dominions; that Britain and Russia are at war with Germany, Italy, Hungary, Rumania and Finland. The bulk of Europe is willingly or unwillingly contributing to Hitler's war effort; the fate of Turkey and Spain hangs in the balance. There are lesser pockets of resistance to universal madness in the chance geography of Sweden, Switzerland and Portugal, and to aggression among devoted bands and minorities in the enslaved countries of Europe. And only in the southern half of the great American continent can it be said that the sound of the gunfire, drawing ever nearer, is still fairly remote. We need new maps. I look through the maps which I have cut out of newspapers since 1939, marked, studied, and laid aside. Poland, Czechoslovakia, France, Scandinavia, Holland, Belgium, France again, Finland, the Mediterranean coasts, North Africa, Greece, the Balkans, Crete, West and East Africa, North Africa again, Russia; and always China and the Seven Seas. We take into use now a good-scale map of the Pacific. For the hand of Hitler has at length "incarnadined the multitudinous seas, making the green one red." It is an expensive way of repairing the gaps in one's education in geography, but effective enough.

At War with Finland, etc.—

"Little Arthur" must be quite a big boy now, with a devil of a lot of experience of history and international politics. Otherwise he would be more than usually *enfant terrible* when learning history at his mother's knee. *Little Arthur:* Pray, Mama, when are you going to finish this comforter for the poor Finns, which you began to knit last winter? *Mama:* Not the Finns, dear. The brave Russian soldiers who are resisting aggression from the Finns and Germans. . . . *L. A.:* But, surely, Mama. . . . There is no room for Little Arthurs, *enfants terribles*, and Peter Pans in this struggle for survival. We forget because we must. A short memory is the best vademecum on the long road to victory. There is no room in our knapsack for the longer catechism, or for a misplaced sense of humour, and not much room for moral courage. We must constantly tidy-up. Our bedfellows, like our evacuees, come and go. The friends of yesterday are the enemies of to-day. To-morrow, who knows who may be tucking-up with us? Sufficient unto the day. . . . I am sorry that the rules require that we must declare war on Finland, but I do not question the rules. We must not question rules of warfare. But we may do something to lessen the general atmosphere of muddle and hypocrisy which lies over civilisation, if we do not seek too meticulously to justify every expedient which this war demands of us. In this we can learn from Stalin. A hard realism is to be preferred to nice justifications of conscience at every turn of the wheel. Russia is our strongest ally, and we have done what Russia wished us to do. We shall go on, all out, giving to Russia every type of assistance which she deems necessary, whatever the cost. Finland is a mere pawn in this terrible game, and pawns must be sacrificed for the safety of the castles. We may be sorry for the pro-British in Finland, and sorry too for those Britons who elected last year to remain in Finland and throw in their lot with Finland. They are enemy aliens now and perhaps interned in some Finnish I.o.M. We set Finland—a mere pawn—the task for a knight, bishop, or rook, and she failed in that task. And now, I think, Finland is beset with enemies on every side. And her worst enemy, if not Germany, is herself. This war is no picnic for pawns, but then it is no picnic for the rooks and knights. (And even the bishops find it rather a complicated chequer-board.) It is stark realism and dire necessity.

THE OLD STAGER

A LONG LINE OF PRISONERS BEING BROUGHT BACK FROM THE FORWARD AREAS, with a single trooper of a British tank unit as armed escort : All these men are wearing the peaked caps of the German "North Afrika Corps," some of Rommel's picked men, specially trained for warfare in the Western Desert

FIRST FRUITS OF VICTORY

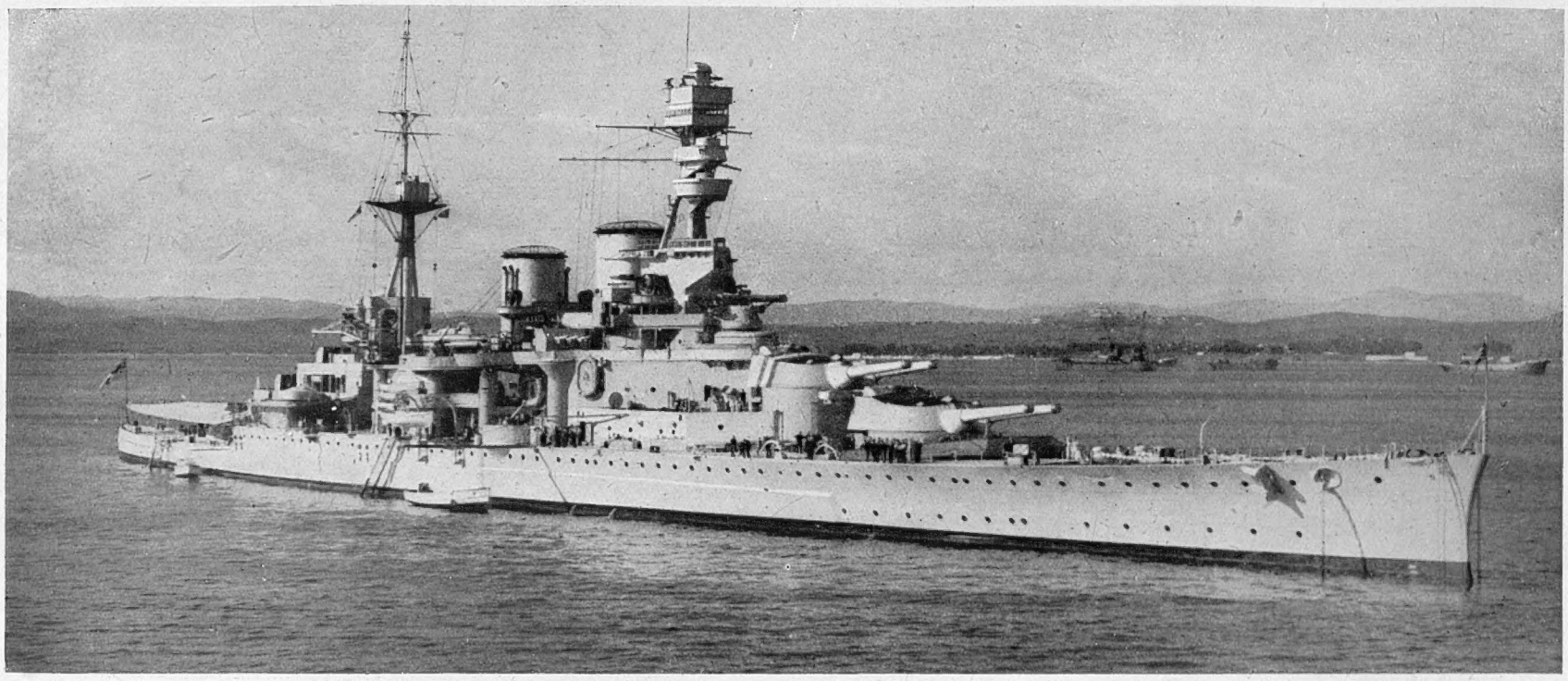
The Prisoners Taken in the Opening Stages of the Offensive—A Series of Official Pictures

For further action-pictures, see also pp. 358-359 *of this issue*

THE MEN OF TOBRUK TAKE A HAND : The first German prisoners being taken in after one of the successful sorties made by the British garrison after the Libyan offensive had been launched

"DAZED AND BEWILDERED" : German prisoners of Rommel's Afrika Corps, including some casualties, coming into Tobruk under British escort. Note the raised hands, and the clasped hands on the head

GETTING THE PRISONERS AWAY FROM TOBRUK BY SHIP : German prisoners brought in by the garrison embarked on lighters in the harbour ready to be conveyed by sea to back areas en route to prisoners-of-war camps in Egypt and elsewhere. Note the undamaged buildings on the ridge overlooking the harbour



THE BATTLE-CRUISER "REPULSE," of 32,000 tons, which was launched in 1916 and which was sunk by the Japs on December 10

Repulse was laid down in January 1915, launched on January 8, 1916, and completed in August 1916, as the second vessel of the Renown class. She was the twelfth warship to bear her name, the first *Repulse* having been launched in 1596! She cost originally nearly £3,000,000; successive refits cost: in 1918-22, £860,000, and in 1932-36, £1,370,000. She was armed with six 15-in. guns and twelve 4-in. guns, and she carried a complement of about 1,200

CAPT. J. C. LEACH, M.V.O., R.N., who was in command of the "Prince of Wales"

The LOSS of the "PRINCE OF WALES" and "REPULSE"

Sunk off Malaya in Action Against the Japanese, Wednesday, December 10

Within three days of the opening of hostilities with Japan, the British Navy suffered a grievous loss with the sinking of the battleship *Prince of Wales* and the big battle-cruiser *Repulse*.

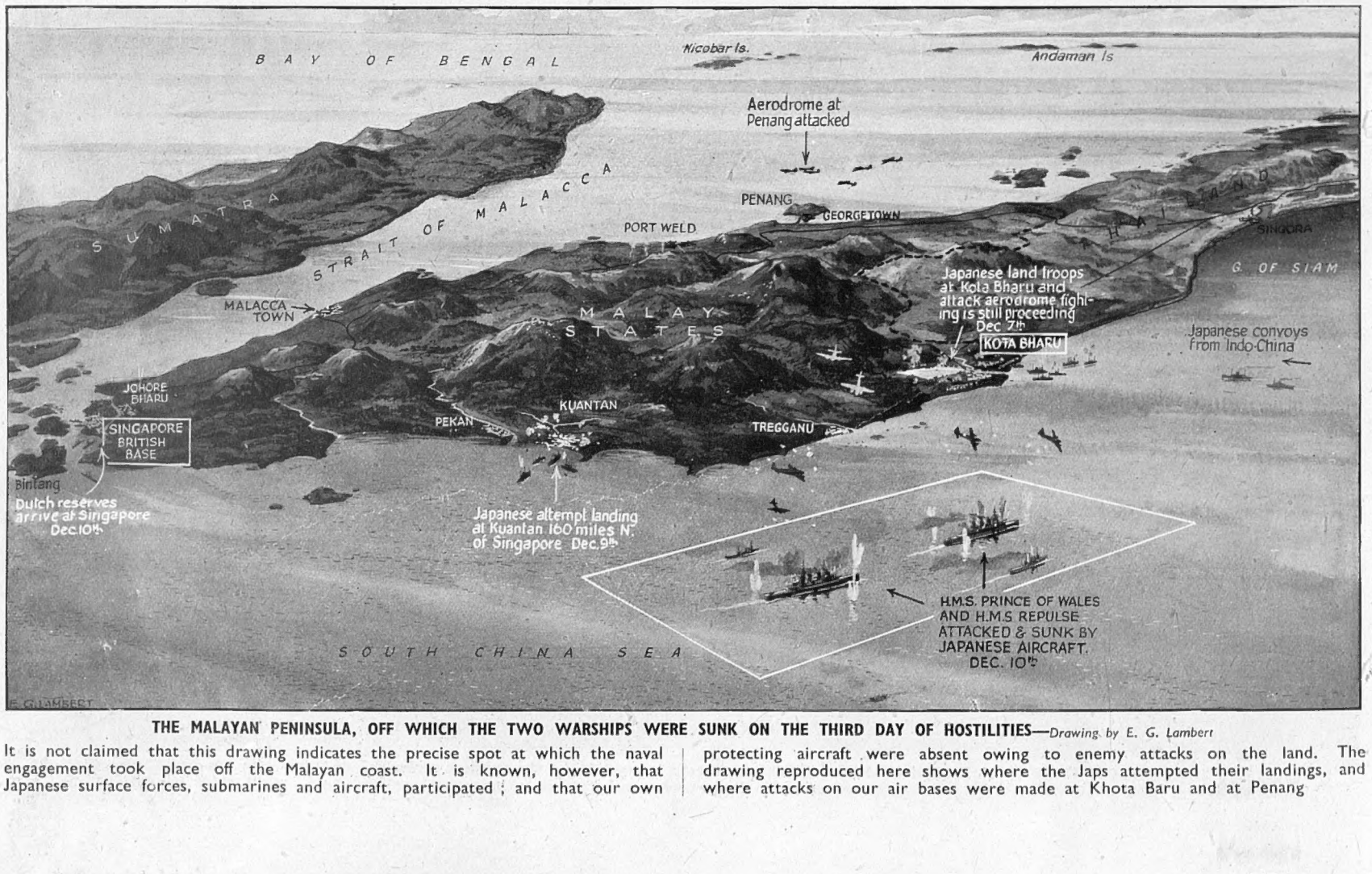
Apparently, and according to their own statements, the Japanese Fleet had been watching the movements of the British naval forces, and particularly of the two battleships *Repulse* and *Prince of Wales*. A Japanese submarine on Tuesday afternoon discovered that the British Fleet was on the move. "Thereupon Japanese submarines, collaborating with the air arm, set out to seek it," says Tokyo. "Immediately Japanese planes launched an attack. The battle-cruiser *Repulse*, 32,000 tons, was bombed and sank immediately, with a great explosion." The battleship *Prince of Wales*, 35,000 tons, was hit, and with a list to port attempted to reach safety, but she finally sank, "with a great explosion," add the Japanese.

Of the two crews, amounting to some 2,700 men, it was officially announced from Singapore later that some 2,300 survivors had been saved from the two warships.

Mr. Churchill, in his statement to the House of Commons, revealed that *Repulse* and *Prince of Wales* were without their expected protection from the air because the land-based aircraft were involved in the enemy's attacks on our aerodromes. The enemy, on the other hand, were able to follow the movements of our ships through rifts in the clouds.

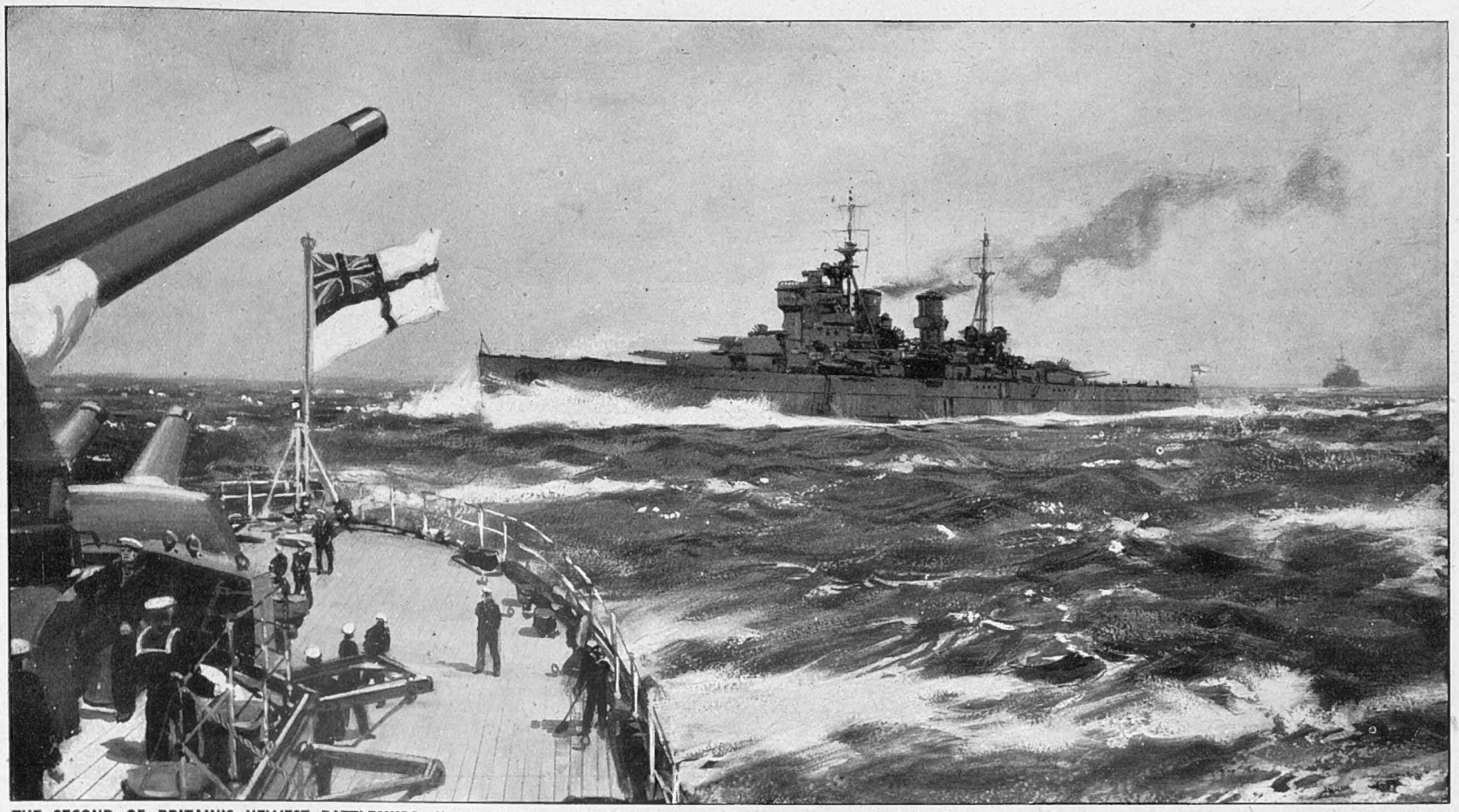
Amongst those who have gone down is Admiral Sir Tom Phillips, our newly-appointed Commander-in-Chief of the Eastern Fleet (a portrait of whom is given on page 368 of this issue).

CAPT. W. G. TENNANT, C.B., M.V.O., captain of H.M.S. "Repulse," who has been saved



THE MALAYAN PENINSULA, OFF WHICH THE TWO WARSHIPS WERE SUNK ON THE THIRD DAY OF HOSTILITIES—*Drawing by E. G. Lambert*

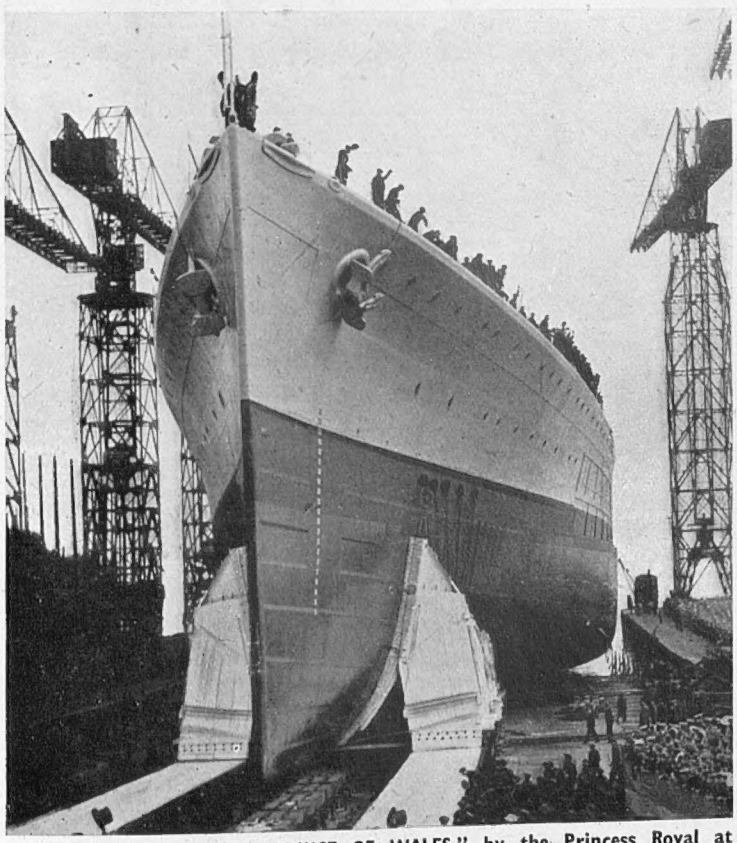
It is not claimed that this drawing indicates the precise spot at which the naval engagement took place off the Malayan coast. It is known, however, that Japanese surface forces, submarines and aircraft, participated; and that our own protecting aircraft were absent owing to enemy attacks on the land. The drawing reproduced here shows where the Japs attempted their landings, and where attacks on our air bases were made at Khota Baru and at Penang



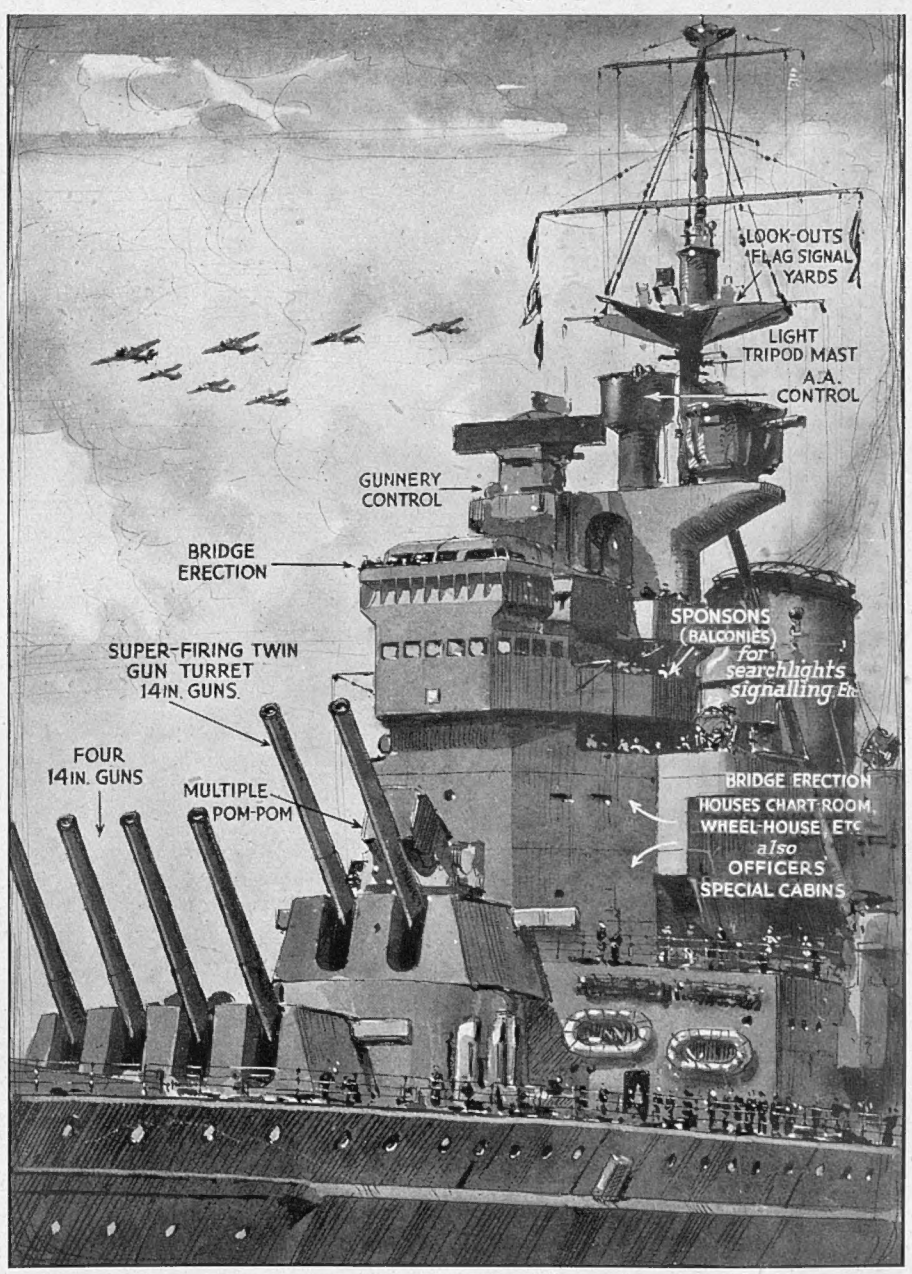
THE SECOND OF BRITAIN'S NEWEST BATTLESHIPS, H.M.S. "PRINCE OF WALES" (the first to be launched was the "King George V"); lost in action against the Japanese on December 10 off Malaya. A drawing, made at the time of her commissioning, in April, by Montague Dawson

THE "CHURCHILL SIGNAL," flying at the upper yard of the "Prince of Wales" during his journey home from the Atlantic Charter meeting

The *Prince of Wales* had a displacement of 35,000 tons, a speed of over 30 knots, and an armament of ten 14-in. guns and sixteen 5·25 dual-purpose guns. At the time of her commissioning it was stated that there was no foreign battleship of contemporary design which approached her type in offensive power or in completeness of armour plating, which was 16 ins. in thickness at the waterline. There are still three more of this class to come—the *Duke of York*, *Jellicoe* and *Beatty*. It is probable that they, too, are nearing completion; if not already in service.



THE LAUNCH OF H.M.S. "PRINCE OF WALES" by the Princess Royal at Cammell Laird's yard at Birkenhead on May 3, 1939



THE FORE SUPERSTRUCTURE OF H.M.S. "PRINCE OF WALES"

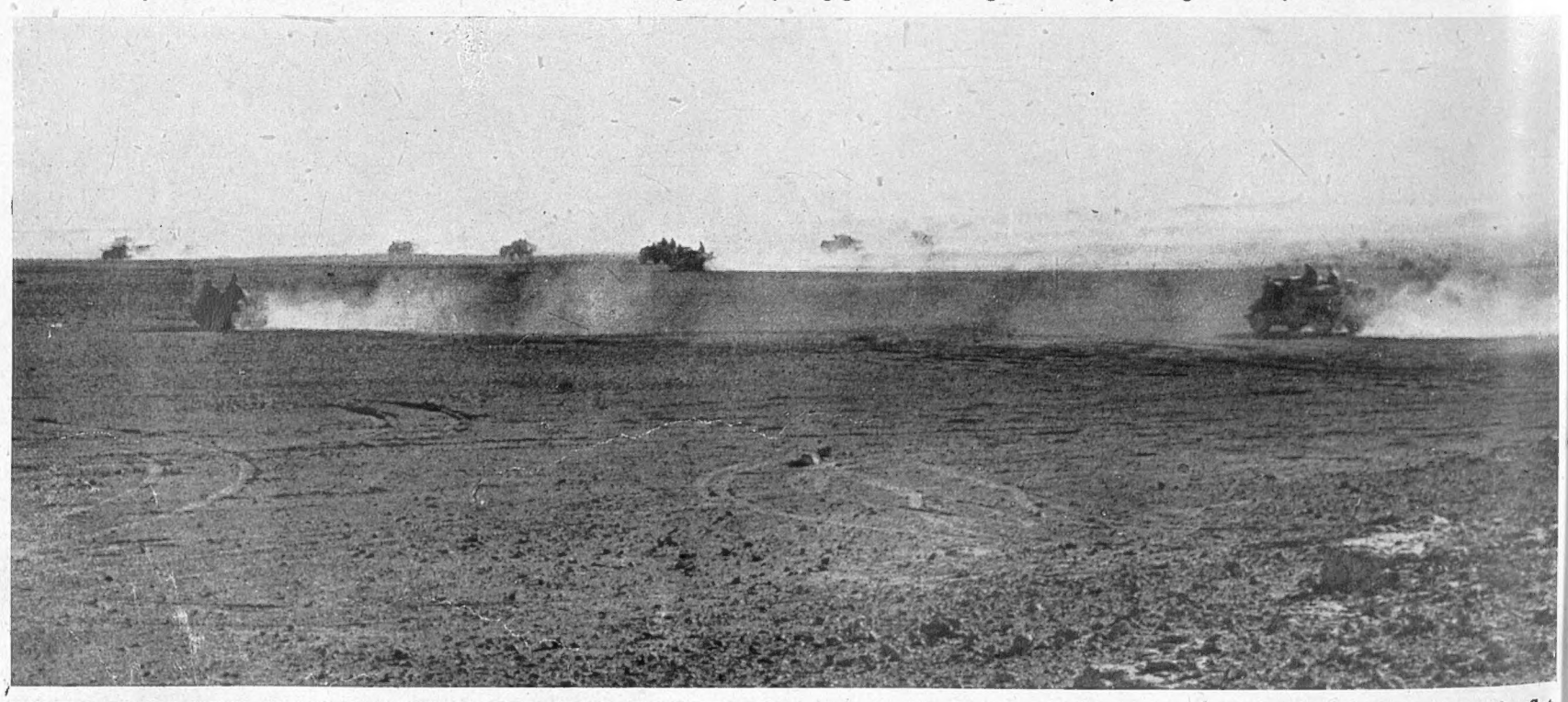
—From a picture by Wm. McDowell published in The Sphere *in November*

This drawing gives a fine impression of the huge mass of splinterproof steel which towered up behind the great 14-in. gun turrets on the lost battleship. It carried aloft the wheel-house, chart-room and fire controls, and at its base were the action quarters of the ship's officers. The class to which the *Prince of Wales* belonged is the first since the '60's to be without a conning-tower. There were five vessels of the class, all of which were laid down between January 1 and June 1, 1937, for completion in 1940-41

HOW THE DESERT BATTLES WERE FOUGHT IN LIBYA—*Official Pictures*

BRITISH TANKS GOING UP INTO ACTION : In the distance the enemy artillery is attacking in one of the forward areas : in the foreground is a British tank, and others are on the sky-line, moving up into position. *Note* the scrub-covered ground and the unmistakable tracks of the heavy tanks which have already gone forward

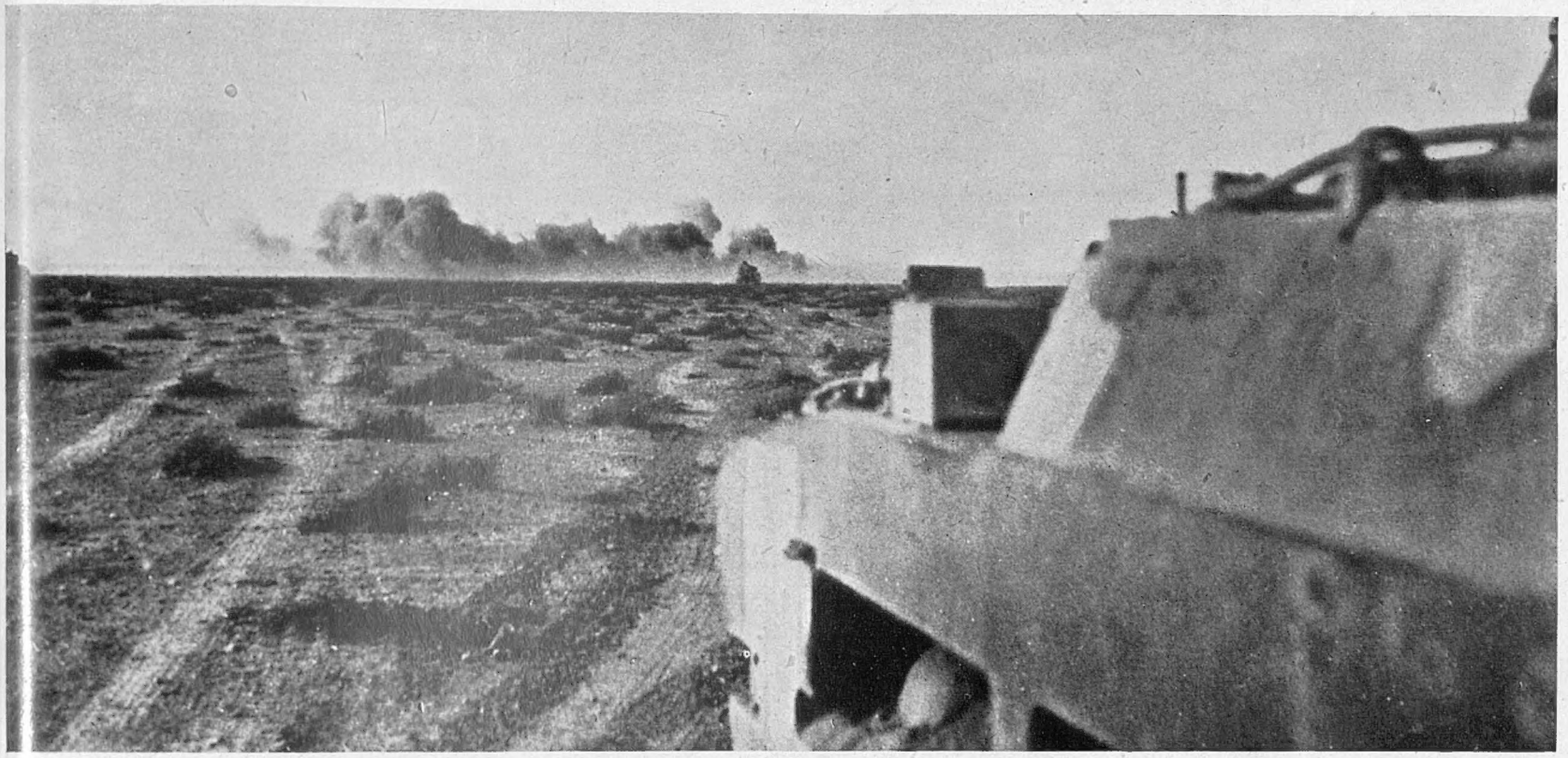
THE SORTIE FROM TOBRUK : British Infantry advancing at the double across the open desert outside the town. Here, the fourth day of the Libyan Battle was occupied with maintenance work on the tanks, and in resting the troops engaged whilst the gains of the preceding three days were consolidated



A BRITISH COLUMN MOVES ACROSS THE DESERT AT SPEED DURING THE BATTLE : Everywhere are clouds of dust as the troop-carriers and lorries speed across the flat ground. Some idea of the immensity and vast open vistas of the Desert may be gauged from this picture

THE PIPER OF A HIGHLAND REGIMENT entertains British wounded and enemy prisoners as they wait to have their injuries dressed at a desert casualty clearing station

THE FIRST CLOSING OF THE TOBRUK-SIDI REZEGH CORRIDOR : British and New Zealand Commanders meet. The Brigadier commanding the Tanks at Tobruk set out at sunset in a leading Tank flying his own pennant to meet the New Zealand Forces at the Duda position on the "Axis Highway" captured by his units on the previous afternoon. Here he is seen (on right) greeting the Colonel of a New Zealand Battalion which had advanced to Duda overnight



BRITISH CRUISER TANKS MOVING OFF to the forward areas near Tobruk : Note the size of these vehicles and the heavy armament which they carry. All have been skilfully camouflaged with paint

THE END OF AN ITALIAN FIELD GUN AND GUNNER : A battleground scene after the fighting men had passed on leaving only the dead or prisoners behind

THE MAN WHO HATES IT ALL! A bearded Italian captive gazes out dejectedly whilst fellow-prisoners—German and Italian, happy or sullen—relax around him

TIME FOR A BLACK LIST OF VICHY

" She Has Proved a Bigger Thorn than Italy, the Open Enemy " . . . And now that Vichy has Entered Into Almost Open Relations with Both Our Continental Enemies, the Time for such a List is Now

By FERDINAND TUOHY

PERIODICALLY one wonders whether we have not allowed ourselves to slip into a mental groove over Vichy, taking it for granted as a growth about which nothing can be done so long as the Germans maintain their dreadful hold on France, but which will dissolve in ignominy and just retribution with the first streaks of the victory-dawn. In the meantime, Pétain is " a silly old man " and Darlan " a miserable lackey " ; we keep up a form of blockade ; and what more can we do except on occasions when we are driven to act in self-protection as at Oran and in Syria ?

The present is another of those recurrent interludes when Vichy can with advantage engage our attention : when, after the removal of Weygand, American hope, at the instance of Hitler, we await first fruits of Goering's requests of Pétain (and of the recent meeting between Darlan and Ciano).

Although Canada and South Africa still have diplomatic relations with Vichy, we have left things pretty well to the United States—to Admiral Leahy, and to Mr. Murphy in North Africa—and one is far from suggesting that the Americans have drawn a blank. They may well have staved off situations that might have befallen months ago. The American card with France is of capital importance and will remain so. At the same time, the sad fact has to be recognised that so far, of all the countries occupied by force, France has been the one cast to make things most difficult for us. It might even be sustained that she has proved a bigger thorn than Italy, the open enemy.

We heard a deal, before Japan came in, about " frustration " due to this feeling of sitting bottled up in Britain. " Can't we do *something ?*" It may be that Stalin would agree we are doing something all the time by conserving ourselves, and that Hitler latterly invited us on to the Continent so that we should bring the pitiful tale of war back to certain foreign countries, prior to our being cast out of these again with considerable loss of popularity. No ; if anyone has frustrated us, it is not Hitler but " Vichy." We feel we cannot " get at " Vichy which, nevertheless, goes on scheming, and acting when it can, against us.

In the past eighteen months, Pétain's new State has been ready to allow attacks on Britain to be mounted in French overseas possessions—Syria, Indo-China, maybe to-morrow Tunisia. The Fleet would be traded too, but for its being slightly barnacled and more than slightly anti-Fascist below deck. At home, Vichy has coerced French people into war production for Hitler, a production which, until last June, could only have been used against us, and the greater part of which may yet be used against us. The word " coerced " is damningly indicated, and the extent of potential French factory-humming can best be judged by the pre-war figure of nearly 9,000,000 in industry or over 40 per cent. of the active population.

The principal industries concerned are chemicals, aluminium, rubber, aircraft, leather, textiles, motor-vehicles, and electrical appliances, and it is indeed a ghastly business that the people we want to see upright and free again, are driven by a section of their own kin to supply the arms which might beat their would-be liberators to the ground. It is a thing which we should never forget. The Vansittarts would have us determine our friends and our enemies. Very well. It is high time we isolated in our minds the components that go to make up Vichy. The active ones are probably well under 1,000,000 among 40,000,000, but they have not yet been separated from the rest of France, as they should be. The great majority of them hope to get away with it both ways : whether Hitler wins or we do. In the latter alternative, we should take good care they don't get away with it, in view of all the risk, peril and hurt they've brought and still bring, and headway can be made by publicising the fact now.

There is no insensitiveness on this side of the Channel towards what France is suffering, and which we might be suffering too but for the timely barrier of a strip of water—since few will say that recent British Governments protected their country any better than recent French Governments protected theirs. But there is a feeling that passiveness towards Vichy has been overdone in France, considering what Vichy incontrovertibly spells for the French. The Darlans and Lavals dangle the benefits that would accrue from earnest collaboration with the Nazis, yet if we wanted the withering of France, we could not do more than support this collaboration.

In return for French compliance, Hitler has three main rewards in his gift. He offers to reduce the costs of occupation, also its extent, and he will liberate prisoners of war. Only the last is worthy of consideration, tragically so. What does it really matter if the cost of occupation be reduced from 400,000,000 to 300,000,000 francs a day when the whole French currency system is being blown to bits by Germany ? Thomas Kernan, an American whose *France on Berlin Time* reads sound, is the latest to confirm utter bankruptcy : " The draining of France will leave the Germans in possession of most of France's industry as well as her foreign investments. Her currency system will be shot to pieces."

And would it really make such a very great difference if the occupation were extended to the whole of France ? The Gestapo is already all over unoccupied France, so are all manner of German despoiling agencies and controllers, and the very fact that everyone in the " free " zone knows the Nazis could walk in any moment they choose, constitutes a shadow occupation. Eight thousand Germans are said to sit in Brittany. Considering that France of a Thousand Years is at stake, would it be too high a price to pay if as many sat in Provence? By all accounts, the main difference between the two zones is one of nourishment. This is worse in occupied France. But the spirit is better there ; indeed, its communication to a wholly occupied country could work much for France, bringing back the unity Hitler dispels.

Hitler's third reward is a different matter. He holds well over 1,000,000 French prisoners, the bulk of whom should now be the virile force of their land. Hitler does not want them to propagate their kind and he wishes them to lose their stamina. This is part and parcel of his coldly calculated revenge on the French for their bearing during the Occupation of the Rhineland, and on that account the French should have the gravest doubts as to Hitler ever releasing French prisoners in the numbers promised, particularly in view of the true French spirit apparently being shown by a proportion of those already liberated.

The spirit of doing the dead minimum for the Nazis and of throwing every available monkey-wrench in their works. That is what one feels has yet to be much developed in France before she comes to pull her maximum weight, her predicament fully allowed for, towards her own liberation. The killing of Germans has its undeniable value. It leads to the butchery of hostages which provokes such anguish and horror among the French that further collaboration by Pétain and Co. has to be put off. But it is altogether too terrible a business to contemplate as a regular piece of resistance. On the other hand, there is ample room for many French to dispel the suspicion that with Hitler they take the easiest way " because if England wins we shall be all right anyway : we shall get everything back just as if we had won ourselves."

Meanwhile, there is one thing we can do. Instead of wasting our time debating how we shall bring up Fritz, let us get on to how to tackle those who are making " Vichy " an actuality to-day. Let Free France summon the French of both zones to keep local lists of " Vichy " and by that I don't mean the hundreds of thousands of Legionaries, police and functionaries who form the regime's minions, but only what are called " active partisans " who can be easily spotted. There is no reason why penalties ranging from death to long imprisonment, confiscation, forced residence and deportation should not be promulgated in advance. A quiet English mother suggests that Darlan and all his gang should be sent to Cayenne with Poles as gaolers. Probably few of that lot would escape death in the beginning. But how many others count on producing alibis in the hubbub of a reborn *Union Sacrée* in victory !

How many hope to cling to their jobs whatever happens, because they are indispensable State servants. Or experts and forces in the life of the nation (" can't do away with us, country wouldn't function ").

Time for a black list of Vichy. And plenty of scope to build one on. Here I have four columns setting forth the entire composition, aims and system of work of Pétain's Legion which it is hoped to mould into a French Nazi Party bossing the State. Deaf old Charles Maurras is the harbinger of spring, if you please, the Legion having taken the slogans of " *l'Action Française* " after starting as an ex-Servicemen's organisation. Here are the works :

Pour la France, contre les partis ; Pour la France, contre la puissance des Juifs ; Pour la France, contre la maconerie ; Pour la France, contre le gaullisme ; Pour la France, contre les trusts ; Pour la France, contre le bolshevisme.

To which could be added " *Pour les Nazis, contre la France.*"

General de Gaulle should draw up a famous *J'accuse !*

The Legion is reputed to number 1,600,000, but this is not so. Any number of ex-Servicemen, having seen what they were let in for, are just doing lip service. Only the cadres and fanatics, who are Vichy's gendarmerie, terrorizing functionaries and population alike, need be noted for future action. Incidentally, many functionaries, of whom there were 700,000, are secretly for de Gaulle and these could be invited to note the real enemies in their ranks. I even hear that the same thing is beginning to apply to the police. But Darlan's Special Police are just pro-Nazi thugs and should go *en bloc* on the black list. Another crowd heading for just retribution is the small army of spies and informers (*mouches*) recruited by Home Secretary Pucheux himself, a clear case for Polish gaolers. And with him, the pivotal members of the Déat-Laval, Doriot and Deloncle groups operating from Paris under direct Nazi orders.

And so the anatomy of Vichy winds on. With a tidy few of my former colleagues of the Press listed for treatment in the event of a de Gaulle return. One can forgive a lot of things, one can see the good in both Fascism and Communism and wish to graft it on to one's own country, but one draws the line at men who risk bringing down a great nation from motives of self-advancement and gain, or because their class prejudice and possessiveness forbid them to contemplate the advance of their fellows ; rather than that—Hitler !

The Church Hierarchy (not the rank and file) which would seemingly have France turn back the clock to pre-Voltaire, many Industrialists and officers of the Services, with special reference to the higher naval ranks, are others who should be represented on that black list headed *J'accuse !*

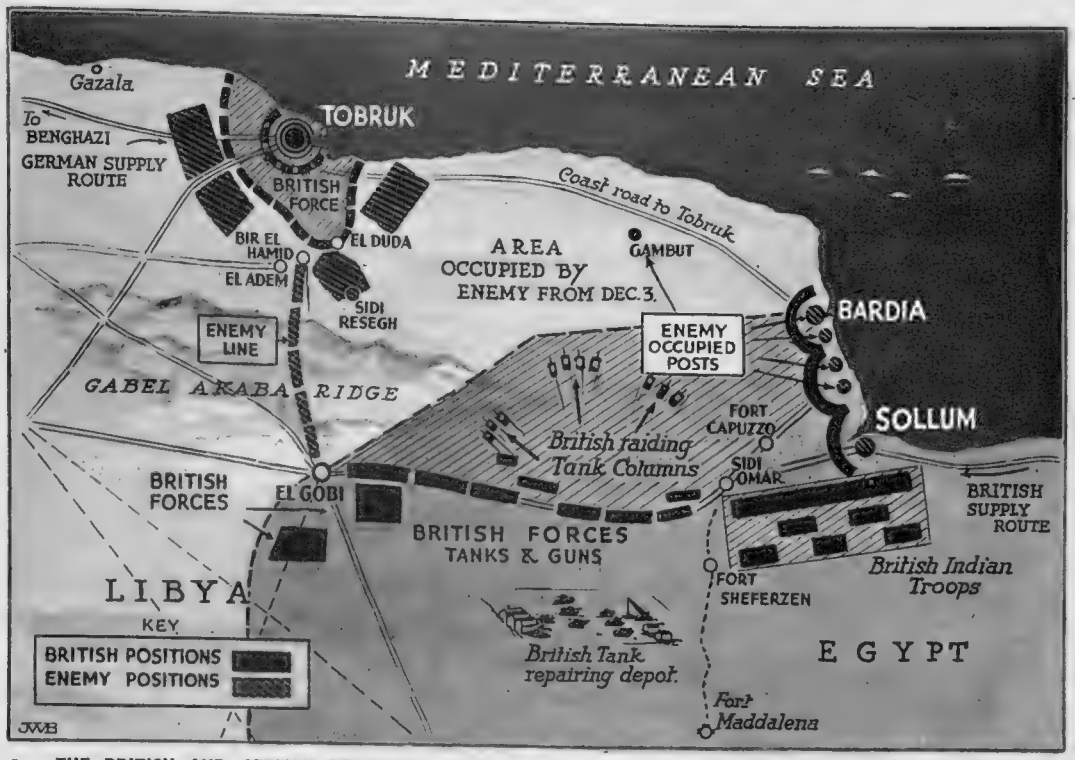
A recent Colonel Britton broadcast " to 200,000,000 " called for an anti-Nazi act a day. How about an anti-Quisling act a day, calculated to make them all, great and small, progressively feel their positions ? " Collaborationists " everywhere, but most of all in France, are a target for to-day.

EVEN THE NEW " STATE POLICE " IN VICHY HAVE BEEN MODELLED ON NAZI LINES : These flamboyant-looking personages are officers of the new police force, seen before taking the oath to Marshal Pétain (to the Head of the State, be it noted, not to the State itself !). The Vichy caption to this picture naïvely observes that these men " have the bearing of S.S. men " ! The bearded man in front is the chief of the new force

BATTLE IN THE DESERT
—THE THIRD WEEK

General Rommel is Forced Out to the West and the Tobruk Connection is Re-established

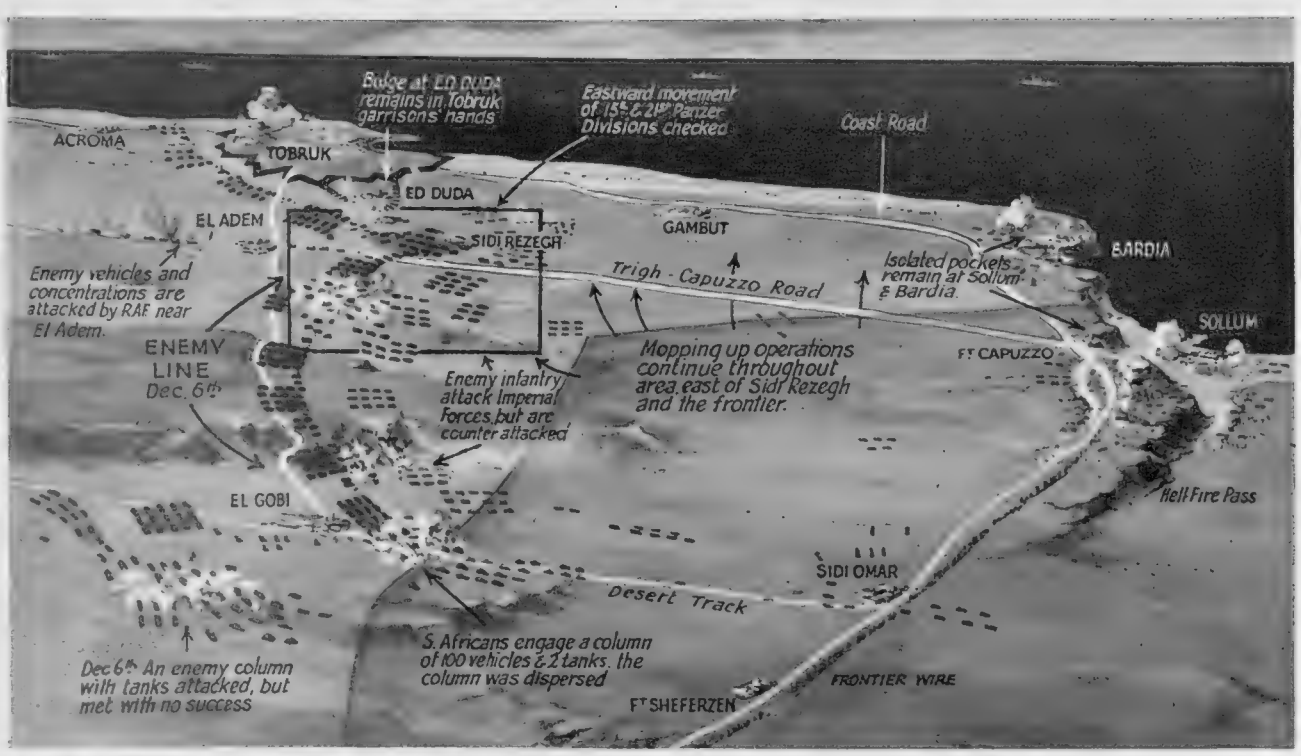
—*Special* Sphere *Diagrams*



1. THE BRITISH AND GERMAN POSITIONS AT THE BEGINNING OF THE "SECOND STAGE" OF THE LIBYAN BATTLE: The darker area in front shows the British occupied area; the lighter area the territory occupied by the Germans, with Rommel's new "fortified" line running north and south

—Drawing by W. Brownlee

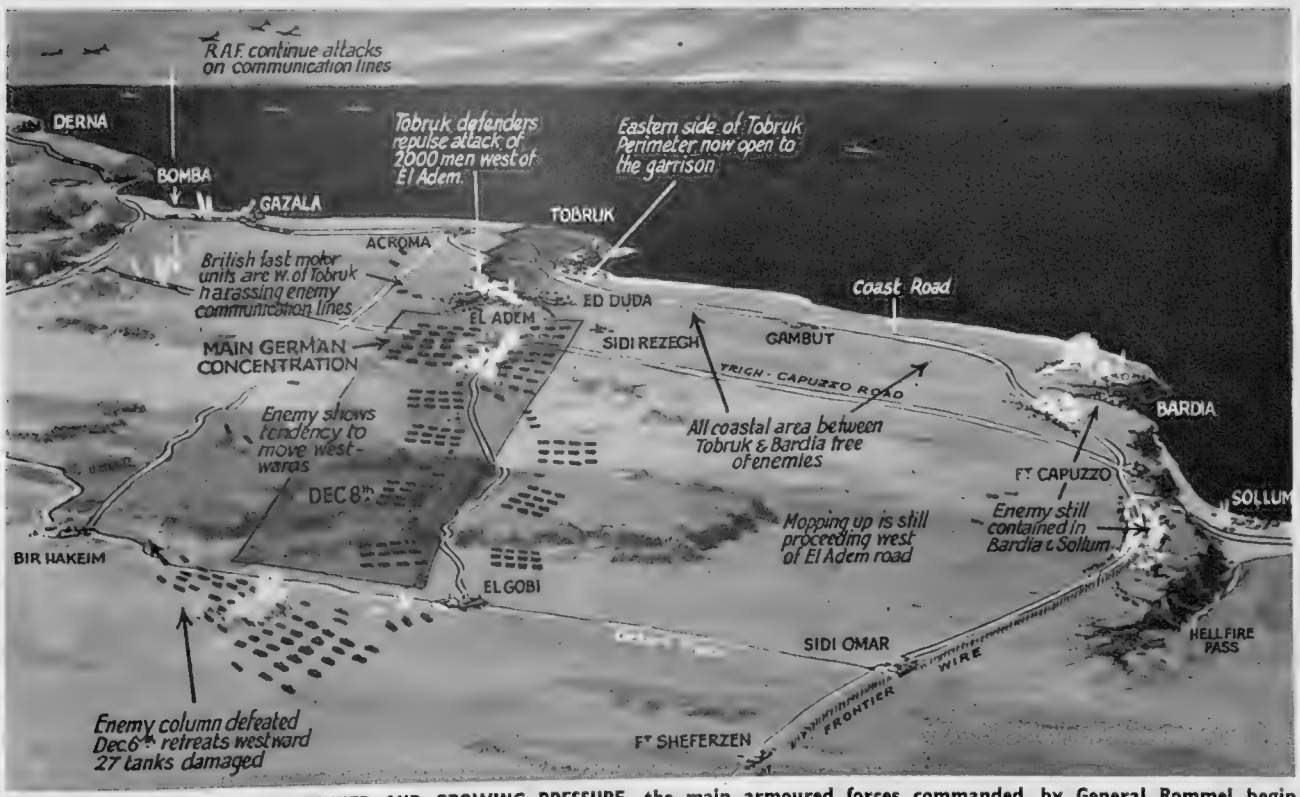
On left—*In the latter half of the first week in December both Germans and British drew apart: men and tanks had been exhausted by the continuous fighting of the previous days, and needed time to recuperate and refit. The British area, in some cases, had contracted for a distance of twenty miles. The northern area was surrendered to the enemy; contact with the Tobruk garrison had been broken when the German tank thrust broke through to the east. The Germans had begun to form a more or less continuous fortified line extending from El Adem southwards to El Gobi. Our own area reached to the confines of the latter place, and British Imperial forces were holding the garrisons in the Sollum-Capuzzo area. The situation around Bardia and the coast was also temporarily a balanced one, with pockets of the enemy occupied positions in Bardia and along the shore. Gambut naturally fell back into enemy occupation once again*



2. ON DECEMBER 6 THE FIGHTING REAWAKENED after the "static period" due to the need for rearming the tank divisions: the Germans then tried to move towards the east, but this effort of the 15th and 21st Panzer Divisions was soon checked

—Drawing by E. G. Lambert

On right—*When the two to three days of recuperation had passed, British patrols began to break out northwards, to begin the harassing of any German or Italian forces which they were able to discover north of the Trigh-Capuzzo Road. The two Panzer Divisions, the 15th and 21st (reduced in size), were discovered to be making a movement towards the east, as if to link up with the garrison isolated at Sollum. This movement was, however, met by flank attacks from our own forces and was soon abandoned by the enemy. There was also a test of strength in the Bir El Gobi area, where the general disposition of the two occupied areas brought German and British forces close together. Other details of activity during this period are given in the accompanying diagram*



3. DECEMBER 8—UNDER CONTINUED AND GROWING PRESSURE, the main armoured forces commanded by General Rommel begin a movement towards the west and south—Drawing by E. G. Lambert

On left—*The enemy tactics seemed to indicate that the beleaguered garrisons at Sollum had been left to their fate, and that any further large-scale fighting would take place to the west. The northern divisions moved south and west, with the apparent object of linking up with other enemy forces to the west of Bir El Gobi. The enemy at the same time was maintaining a curved line extending southwards from El Adem to Bir El Gobi. This southward movement was being contained by our own forces from the Bir El Gobi area; at the same time British forces, including several well-known County regiments, were operating actively around the British area. Half-starved Germans were discovered in groups in the northern region. Undamaged, abandoned material (wireless and light guns) was recovered, and large stores of petrol were either brought in or burnt on the spot. Sidi Rezegh was also reoccupied during this period*

BATTLE IN THE DESERT *(continued)*

Above—**THE PROBLEM OF IDENTIFICATION at night on the battlefield was a difficult one for the tank crews**—*Drawing by L. Ashwell Wood*

During the period of dusk, and later at night, the question of identification was a serious one. It was almost impossible at times to distinguish between friend and foe : rockets and star shells were frequently used to help light up the oncoming vehicles—not all of which were tanks, as there were supply vessels, too, roaming about the desert. Very lights were reserved for signalling, etc. Until the desert warfare settled down and more or less distinguishable " fronts " were formed, the trials of tank commanders at night were very considerable

Below—**THE COMMANDERS IN THE LIBYAN BATTLES actually led their tanks into action and were in the forefront of the tank engagements**—*Drawing by L. Ashwell Wood*

In this abnormal type of warfare, commanders were actually in the front line. High officers were forced to take the lead in the attacks on the enemy columns in several instances ; in fact, in tank warfare as it has developed in the Libyan desert wastes, the commanding officers no longer directed operations from headquarters in the rear. The drawing below shows a typical disposition for a British tank brigade advancing into action, with all guns being brought to bear on the enemy most effectively

Drawing by E. Byatt

NIGHT FIGHTING AT CLOSE QUARTERS IN THE LIBYAN TANK BATTLES—a distinctive feature of the present campaign, when fighting in the darkness has been of frequent occurrence

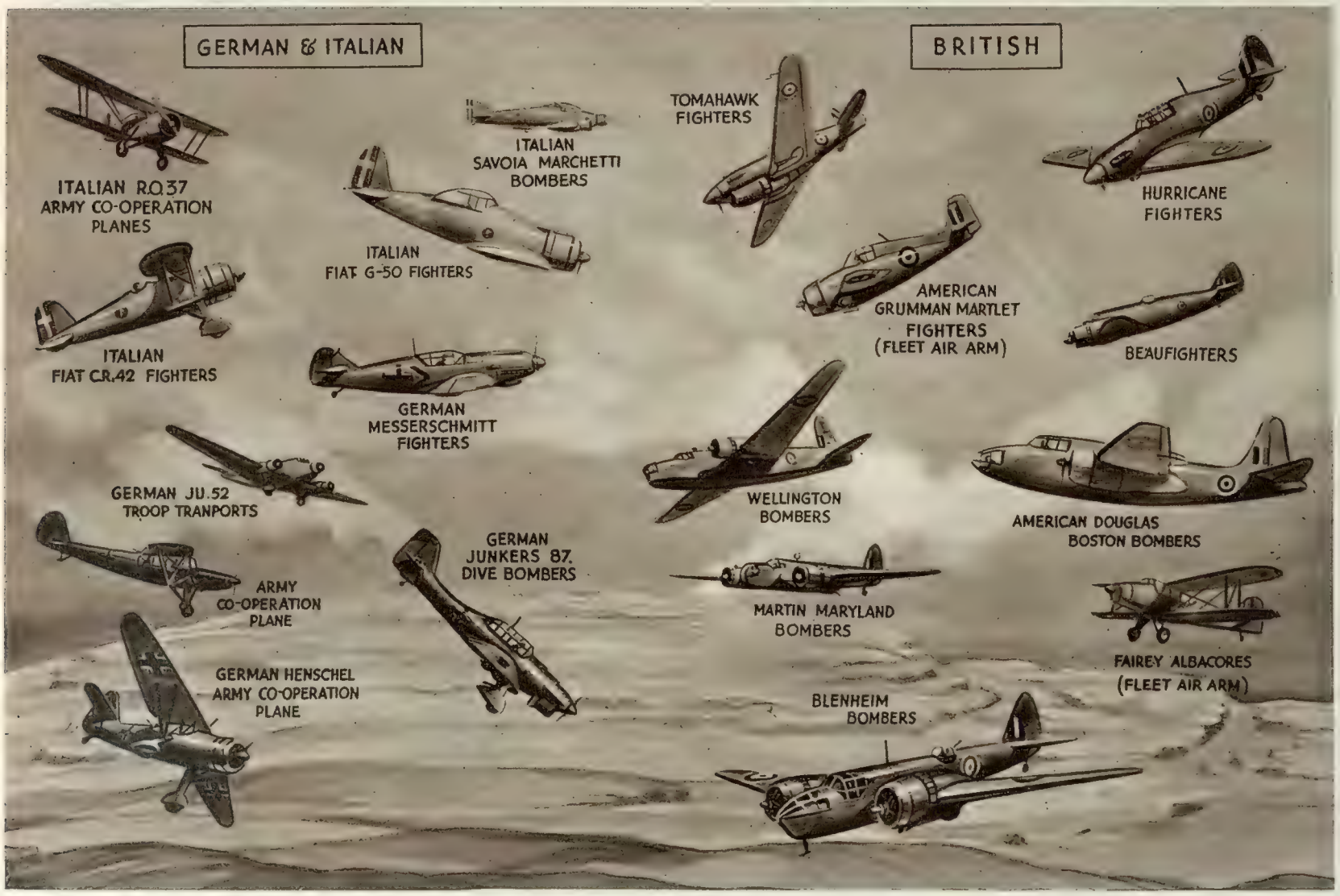
A distinct feature of the campaign has been the frequency of engagements at night between the armoured units. These, from time to time, have taken place in the moonlight, the heavy clouds of the daytime often clearing off abruptly and revealing the starry Heavens characteristic of the desert. The particular encounter depicted by our artist above has been described by a correspondent in the following terms: "The enemy met our tanks with tanks, and a fierce fight developed by the deceptive light of a cloud-veiled moon. It was like a huge fireworks display. Streams of vari-coloured tracer bullets shot in all directions. Red and green Very lights and star-shells cast weird lights over the battlefield and the vivid flashes of bursting shells threw up the tanks in momentary sharp relief. It was pretty well impossible to tell which was an enemy tank and which was not. One tank would engage several enemy machines at point-blank range—at times they were firing with the gun muzzles almost touching . . ."

Drawing by L. Ashwell Wood

HOW WARFARE HAS BEEN WAGED ALONG THE EGYPTIAN FRONTIER AREA: A night attack in progress along the fortified line from Sidi Omar to beyond Capuzzo

In the Egyptian frontier area during the initial stages of the Libyan offensive there was considerable cleaning-up of enemy fortified positions to be undertaken. Night attacks were frequent along the whole thirty-mile stretch northeastwards to the coast near Sollum: these resembled gigantic firework displays. Accurate gunfire was made possible by artillery observers stationed in forward positions with the infantry; and at times the 25-pounders were firing over open sights at only fifty yards range! Unlike the operations to the westward, this was a form of "static" warfare

BATTLE IN THE DESERT (*continued*)—The Part of the R.A.F.



TYPES OF THE BRITISH, GERMAN AND ITALIAN AIRCRAFT—BOMBERS AND FIGHTERS—WHICH ARE TAKING PART: All these types have been reported as being active in the operations over Libya—*Drawing by Roland Davies*

Of the aircraft depicted above, the following are details of the various types and their performances: **ITALIAN**—Meridionali R.O.37 bis, army co-operation plane, a two-seater biplane which has an armament of two fixed synchronised machine-guns and another gun in the rear cockpit; its top speed is 205 m.p.h., and its climb to nearly 20,000 ft. is 16½ mins. Fiat C.R.42 is a single-seat fighter with a single motor: its maximum speed is 272 m.p.h., and its service ceiling nearly 33,000 ft.: for armament there are two machine-guns of large, ·5-in. calibre. The Savoia Marchetti S.M.79 is a three-motor low-wing monoplane used for bombing purposes; it has a retractable undercarriage, and a single fin and rudder; its speed is 264 m.p.h., and its extreme range is 1,615 miles at a cruising speed of 224 m.p.h. The Fiat G.50 fighter is a comparatively modern type—a low-wing monoplane with a top speed of 304 m.p.h., it is armed with two synchronised guns, but it can also be fitted with a wing-mounted gun firing clear of the airscrew disc. **GERMAN**—The Messerschmitt fighters are of the twin-engined and single-engined types: the latter are 109's, and are divided into different classes, denoted by a different letter, the Me. 109F, for example, is the latest type, with rounded wing-tips and retractable rear-wheel, and it is operated with the wing-guns removed. The Ju. 52 is a troop transport, used by the Germans for carrying soldiers, guns, and even small tanks (or so it has been stated!). For army co-operation purposes, the Germans use the Henschel H.E. 126: this is a two-seater, with fixed undercarriage and a radial engine. The Junkers 87 dive-bomber was first used in Spain and extensively employed both for the bombing of military objectives and of towns. It has been used with great effect in co-operation with the Panzer forces: it is a good machine for the purpose for which it was designed, but it is at a great disadvantage when engaged by a modern fighter plane. Its bomb-load can vary—a 550-lb. bomb or a 1,100-lb. bomb can be carried under the fuselage, and two 110-lb. bombs can be carried under each wing. **BRITISH**—The Tomahawk fighter is American-built; it is a low-wing monoplane with a top speed of 328 m.p.h.; its armament is four machine-guns in the wings and two machine-guns which fire through the airscrew. The Grumman Martlet is a single-motor aircraft, which has a maximum speed of 325 m.p.h.; it is used by the Fleet Air Arm, and this, too, comes from the United States. The Hurricane is almost too well known to be described in detail here: in its latest form it can be used as a bomber as well as a fighter; its top speed is about 360 m.p.h. The Beaufighter is a two-seat, two-motor, heavily-armed fighter; it was designed for high speed, great destructive power, and long range; in this country it is also used for night-fighting. Of the bombers, the Wellington is for long-range, heavy work; it carries a crew of five, and has two of the latest-type Bristol motors. The Martin Maryland is a twin-motor "attack bomber," and one of the finest American aircraft in service in the Middle East. The Douglas Boston is also a twin-motor aircraft; in this country it is used as a night-fighter, and is known as the Havoc. The Blenheim is used for many purposes, and in various forms; its top speed is 295 m.p.h., with a crew of three. The Fairey Albacore is a development of the Swordfish, and is operated by the Fleet Air Arm

A BLENHEIM BOMBER ACTUALLY ATTACKING AN ENEMY TANKER AND TRAILER ON A NORTH AFRICAN ROAD THROUGH THE DESERT: Note the bomb-bursts in the sand near the vehicles—*An Official Air Ministry Photograph*

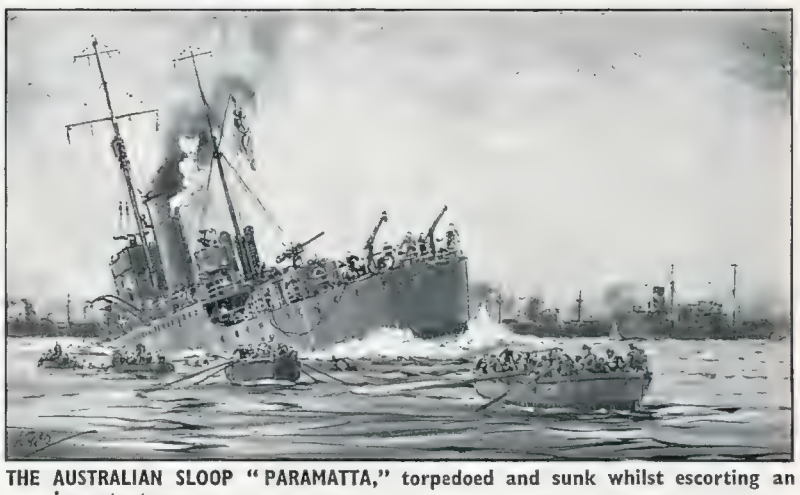
Several of these attacks took place during the first weeks of the fighting in Libya, and were directed against the enemy's fuel supplies. These raids have played a large part in the offensive, not only by the destruction of stores and petrol, but also by causing the enemy to detach his fighters in order to protect his communications in the rearward areas. Blenheims were sent to attack petrol lorries and motor transport on the road between Homs and Misurata. Direct hits were obtained on a petrol tanker and trailer, which were left in flames, and other vehicles were also attacked. Enemy aircraft tried unsuccessfully to intercept the British raiding aircraft, which attacked at "nought feet." An enemy A.-A. gun-post was also silenced during the course of the attack pictured above

NAVAL WARFARE in the MEDITERRANEAN and FAR EAST

THE NAVY IN ACTION IN THE MEDITERRANEAN IN SUPPORT OF THE LAND OPERATIONS IN LIBYA: A British destroyer opens fire on one of the enemy convoys bound for a port in Cyrenaica—*Drawing by Montague Dawson*

After the opening days of the offensive against General Rommel in Cyrenaica, when the Royal Navy actually participated in the land operations by bombardment from the sea, our warships have been concentrating on the destruction of the enemy's shipping and convoys carrying supplies across the Mediterranean to the sore-pressed Axis forces opposed to General Cunningham's Eighth Army. Our artist, Mr. Dawson, has here depicted one such encounter: an enemy convoy had been intending to break through from Italy under cover of darkness when it was intercepted by a British destroyer. Some of the vessels were promptly set on fire and an ammunition ship exploded. Much-needed supplies and stores were thus prevented from reaching North Africa, and the enemy's merchant navies suffered further losses in ships which they can ill afford at the present juncture

AN AUSTRALIAN EPIC—The cruiser "Sydney," while afire herself, sinks the Nazi raider "Steiermark": Famous in two hemispheres for her gallantry during the present war, H.M.A.S. *Sydney* was lost after a duel with the German armed merchant raider *Steiermark*, of 9,400 tons, the vessels sinking each other. The *Sydney's* entire crew went down with their vessel. Apparently the *Steiermark's* specially designed under-water torpedo-tubes sent a parting shot at the cruiser, whose magazine may have been hit by this



THE AUSTRALIAN SLOOP "PARAMATTA," torpedoed and sunk whilst escorting an important convoy: The *Paramatta* was only a small vessel of 1,060 tons. She was escorting a convoy and she "achieved her allotted task, for although she was sunk, the convoy she was escorting safely reached its destination," as Mr. Curtin, the Commonwealth Prime Minister, stated. Of the *Paramatta's* crew of 161 officers and men, only twenty were saved. The sloop was lost at the same time as the *Sydney*

BRITISH CRUISERS HUNT LIBYA-BOUND AXIS SHIPS: Relentlessly watching Axis sea lanes, British warships are hammering away at all Axis ships bound for Libya. Recently a convoy was sighted with an escort of several destroyers. Our cruisers immediately engaged, but the destroyers (obviously Italian!) sped off without giving battle. The 6-in. gun turrets were then switched full on the merchantmen. Direct hits were scored on both ships, which burst into flames. They went down in less than half an hour. It was thought that the vessels were carrying large quantities of petrol, in addition to troops, destined for Tripoli

THE CRUISER "DEVONSHIRE" ENGAGES AND SINKS A NAZI RAIDER: On November 22 the dawn aircraft reconnaissance patrol sighted a merchant vessel stopped. The *Devonshire* closed at full speed and discovered a boat lying off containing oil drums. The replies made to the cruiser's signals were unsatisfactory and fire was thereupon opened. The enemy ship endeavoured to escape behind a smoke-screen, but in ten minutes she was on fire and the crew abandoned ship with their boats. The magazine exploded and the vessel sank

Four drawings by William McDowell

TINY POINTS IN THE PACIFIC WHICH HAVE NOW BECOME OF GREAT STRATEGIC IMPORTANCE: From Honolulu to New Guinea there are no bases of first-class importance owned either by the United States or Japan—*Special* Sphere *map*

The vast sphere of the Pacific Ocean (anything but pacific to-day!) is dotted with small islands. These are mainly cable stations, wireless stations or flying bases for the Pacific Clippers. Midway Island, Fanning Island, Wake Island, Guam and many another have a significance which was undreamed of a few decades ago. The whole problem of the Pacific, so far as the United States Navy is concerned, is one of distance. The United States Fleet will have to range thousands of miles now that war has come: hence the necessity for ensuring the safety of these far-flung outposts set in the midst of the wide seas. Pearl Harbour is in the Hawaiian group to the west of Honolulu. It is here that the United States has its advanced base

WAR in the PACIFIC

The Relative Strength of the United States and Japanese Fleets

A Note by F. C. BOWEN

WITHOUT going into a matter of detail, which always leads to infinite argument when ships are designed for special purposes, it is difficult to give an exact comparison of the strength of the American and Japanese Navies. The Japanese, with the small average stature of their men and the Spartan conditions which they accept cheerfully, can obtain more from every thousand tons of displacement than the Americans, but in most of the categories their ships are very considerably smaller and of greater average age.

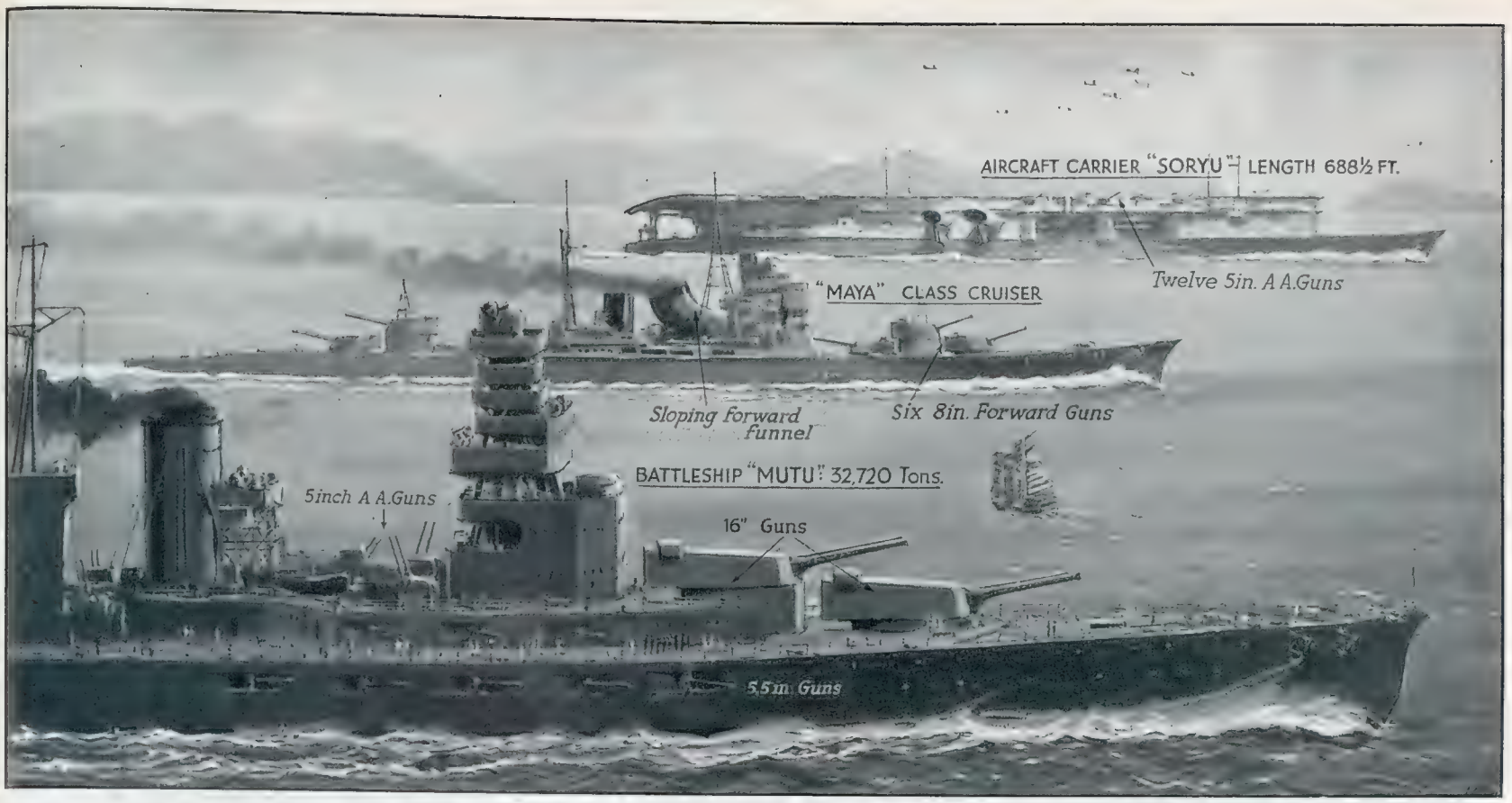
It is difficult to give even exact figures, for the Japanese have followed a policy of the greatest secrecy ever since well before the outbreak of war, when they refused to enter into the declaration agreement between the nations. This policy has had a lot to do with the tension in the Pacific and the suspicions of the United States concerning Japan's intentions. It has made the published figures of Japanese strength largely conjectural, although it is unlikely that their actual strength is very much greater, on account of the shortage of shipbuilding steel which has held up the construction of the supply ships which were so badly needed in the Chinese campaign.

It must not be thought that the vagueness of the published figures means that it will be possible for Japan to spring a big surprise on the British or American Navies. They have their own means of getting information, but they have no intention of announcing just what they know. It is an old Admiralty slogan that "If the enemy learns just how much we know about him, it is only one short step to learning how we know it"; and the United States

JAPAN'S NEW PREMIER, Lieut.-General Hideki Tojo, who succeeded to the Premiership only a very short while ago. It was then thought that he had been given his office for the express purpose of making war. This opinion is now confirmed!

MR. KURUSU AND ADMIRAL NOMURA
Special Envoy and Japanese Ambassador respectively, who were both amiably discussing terms with the President whilst their country's war vessels were actually steaming into action against the United States!

THE COMMANDER-IN-CHIEF OF THE JAPANESE FLEET: Admiral Osami Nagano, who is sixty-one years of age, and is thus the oldest of the belligerent Admirals



JAPAN HAS A VERY POWERFUL NAVY AND SHE IS STRONG IN CAPITAL SHIPS: Here are three typical examples of the bigger vessels included amongst her battleships and cruisers—*Drawing by Wm. McDowell*

The battleship *Mutu* is one of the most modern of Japanese battleships, yet she was completed as far back as 1921, as a sister-ship to the *Nagati*. *Mutu* has a displacement of 32,720 tons and was extensively reconstructed in 1934-36; she carries eight 16-in. guns and twenty 5·5-in. guns, as well as eight 5-in. anti-aircraft guns. She carries a complement of 1,332. The first-class cruiser *Maya* was completed in 1932; she is a vessel of 9,850 tons and has a complement of 692. Armed with ten 8-in. guns, *Maya* has a speed of 33 knots. She has a curious front funnel of sloping design—a purely Japanese characteristic. The aircraft-carrier *Soryu* is a vessel of 10,050 tons which is unofficially reported to have accommodation for thirty to forty aircraft and to be fitted with gyro-stabilisers. The Japanese Navy is strong in vessels of this type

THE EMPEROR OF JAPAN, on his favourite White Snow, reviewing his forces. The Emperor, as Prince Hirohito, paid a visit to this country many years ago

ONE OF JAPAN'S CRUISERS—the 7,100-ton "Hurutaka," leaving the harbour at Nagasaki
Drawing by W. G. Whitaker

This vessel was completed at Nagasaki in March 1926. With an overall length of 595 ft., she carries a complement of 604; and she is armed with six 8-in. and other guns. Noteworthy features introduced in these ships are the unusual bridgework and masts, trunked and heavily-raked funnels and angled hull form. As originally completed with six single turrets, *Hurutaka* (and her sister-ship *Kako*) proved deficient in sea-keeping qualities. They were therefore rebuilt on similar lines to the two later ships of their class in 1938-39

naval authorities, who were formerly very generous with information on all points, have learned the wisdom of this.

Washington still believes it wise to allow the fullest possible publicity to anything which can be discovered with little difficulty, or which is of minor importance, holding that, while a measure of secrecy is both good and inevitable, excessive secrecy only leads to greater efforts by foreign Powers and the probability of their discovering many more things that would otherwise be hidden.

With that proviso, the relative strengths of the two fleets, reckoning the ships actually in commission or so nearly complete that they could be rushed into service in a very short time, is as follows—capital ships: U.S.A., 16, Japan, 10; aircraft-carriers: U.S.A., 7, Japan 9; 8-in.-gun cruisers or above: U.S.A., 18, Japan, 13; 6-in. or 5-in.-gun cruisers: U.S.A., 19, Japan 23; destroyers: U.S.A., 194, Japan, 106; submarines: U.S.A., 122; Japan, 75.

As an example of relative strength, it may be mentioned that none of the nineteen American 6-in. or 5-in. gun cruisers are less than 7,000 tons displacement, while of the twenty-three Japanese, no fewer than seventeen are of under 5,500 tons.

A RARE PICTURE FROM JAPAN—THE INLAND SEA NEAR NAGASAKI, one of the Japanese commercial centres and a very secret spot

Nagasaki is one of the "hush-hush" places of Japan: for the past few years it has been increasingly difficult to gain information of what is going on in the vicinity of the harbour there. At this spot all the bombs are reported to be made for the Japanese Services. No pictures are allowed to be taken there. This one, taken during a voyage from Kobe to Nagasaki, was secured secretly and at great personal risk to the photographer. The Inland Sea is a long stretch of land-locked water between Kyushiu and Honshiu Islands, the southernmost of the Japanese group. The importance of Nagasaki to Japan is considerable, and it is one of her chief ports as well as being a shipbuilding centre

WAR in the PACIFIC (cont.)

British Interests in the Far East and Australia. And Some of our Far-Eastern Commanders

ADMIRAL SIR TOM PHILLIPS, newly-appointed Commander-in-Chief of the Eastern Fleet based on Malaya. He was formerly Vice-Chief of the Naval Staff, and, at fifty-two years of age, the smallest, but amongst the hardest-hitting, of British Admirals. He flew his flag in H.M.S *Prince of Wales* before she was sunk

AMERICAN AND BRITISH COMMANDERS-IN-CHIEF: For the first time these two men met a few weeks ago at Manila when Air Marshal Sir Robert Brooke-Popham (on left) flew from Singapore in a huge four-engined British bomber to discuss with Lieut.-General Douglas MacArthur (on right) important questions affecting our joint interests. General MacArthur is head of the U.S. military forces in the Far East, and Sir Robert is our own C.-in-C. in the Far East

SINGAPORE WAS NOT TAKEN UNAWARES: H.M.S. "Prince of Wales" arrived at the head of a great British Fleet under Admiral Sir Tom Phillips—*Drawing by Wm. McDowell*

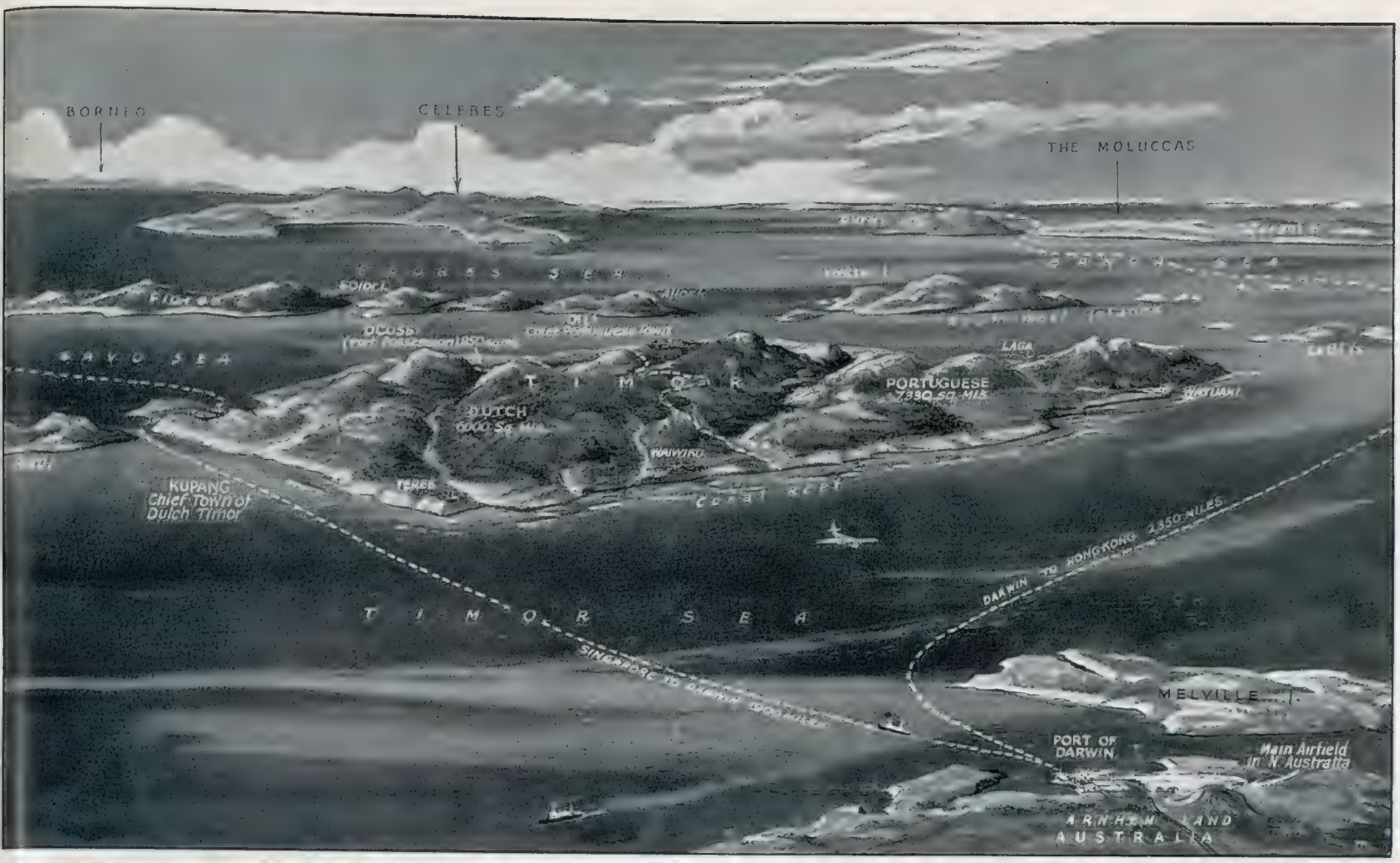
The 35,000-ton battleship *Prince of Wales* steamed into Singapore a few days before the outbreak of war with Japan. She was at the head of a fleet many of which were heavy vessels and their auxiliaries, and the identity of some of which was kept a secret. Further ships were expected to join this Squadron later. Admiral Sir Tom Phillips flew his flag in the *Prince of Wales*, which is here portrayed by Mr. McDowell in Malayan waters. The huge new battleship had already distinguished herself in the battle with the *Bismarck* and in the Atlantic Conference between Mr. Churchill and President Roosevelt before she was lost

SHANGHAI, THE INTERNATIONAL SETTLEMENT WHICH THE JAPANESE HAVE TAKEN OVER

As soon as war was declared the Japs entered Shanghai as well as the British Concessions at Tientsin and Shameen at Canton. They had always coveted our possessions and interests at Shanghai and have now found a satisfactory way of securing these for themselves! This picture shows the International Settlement from above: in the right bottom corner is the famous gasworks which the Japs threatened to blow up in 1937 at the opening of their war with China; near to it is the bridge over the Soochow Creek. In the background of the picture is seen the mighty Whangpoo River

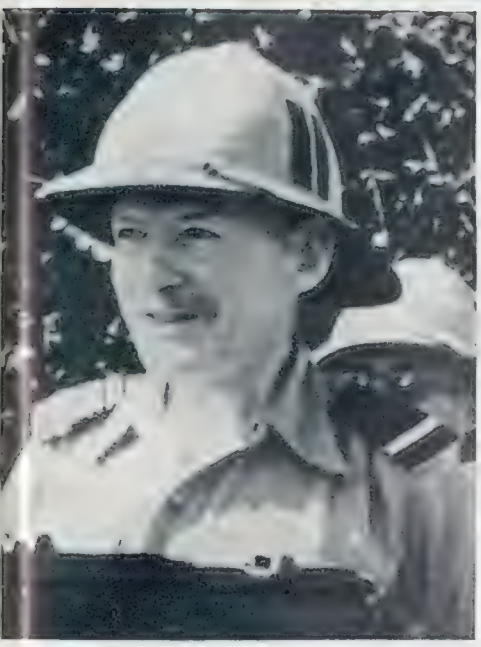
HONG KONG, BRITISH POSSESSION SINCE 1841, WHICH THE JAPANESE BEGAN TO ATTACK AS SOON AS WAR WAS DECLARED

For 100 years Hong Kong, an island off the coast of Kwangling Province, has been British territory: in 1860 a strip of territory on the mainland—Kowloon—was added to this possession. To-day the Island is being attacked by the Japanese, who are losing no opportunity of making the most of their surprise declaration of war. This picture was taken some time ago: it shows the harbour at Hong Kong, with H.M. Dockyard on the left and various units of the British Fleet at their moorings. The flagship of the C.-in-C., H.M.S. *Kent*, is seen lying off the Dockyard wall



THE WAR THREAT TO AUSTRALIA: The air base established by the Japanese at Dili, chief town on the Portuguese island of Timor, opposite the port of Darwin—*Drawing by E. G. Lambert*

The various movements of Japan's military and naval forces in and around the South China Sea naturally made the Australian Government very watchful over any further action which Japan might take in greater proximity to Australia itself. Between Indo-China and Northern Australia there is a complicated mass of islands of which Borneo and New Guinea are the largest. Linking these two in one vast archipelago are the Celebes and the Moluccas. Thousands of coral islets dot the intervening seas. To the south, extending in a broken but continuous line, are the Sunda Isles which include Java and the island of Timor. It is with the last-named that the defence force of Australia has been preoccupied, for Japan had recently been arranging with the Portuguese Government, who possess half the island, for a concession to construct an air base at Dili, the chief town in Portuguese Timor. The other end of the route was to be based on Pelew Island to the north of the Philippine group. The Portuguese Government, in making the concession, have declared that it has been given without political pressure. Whether any effective control over the number and character of the air line personnel could be exercised is doubtful, and it is not surprising that the Australian authorities have been watching the incident with the closest attention. How far the Japanese have actually proceeded with the construction of the proposed aerodrome at Dilli has not been stated



THE BRITISH C.-IN-C. (Sir Robert Brooke-Popham) inspecting British defences at Singapore just before the declaration of war by Japan

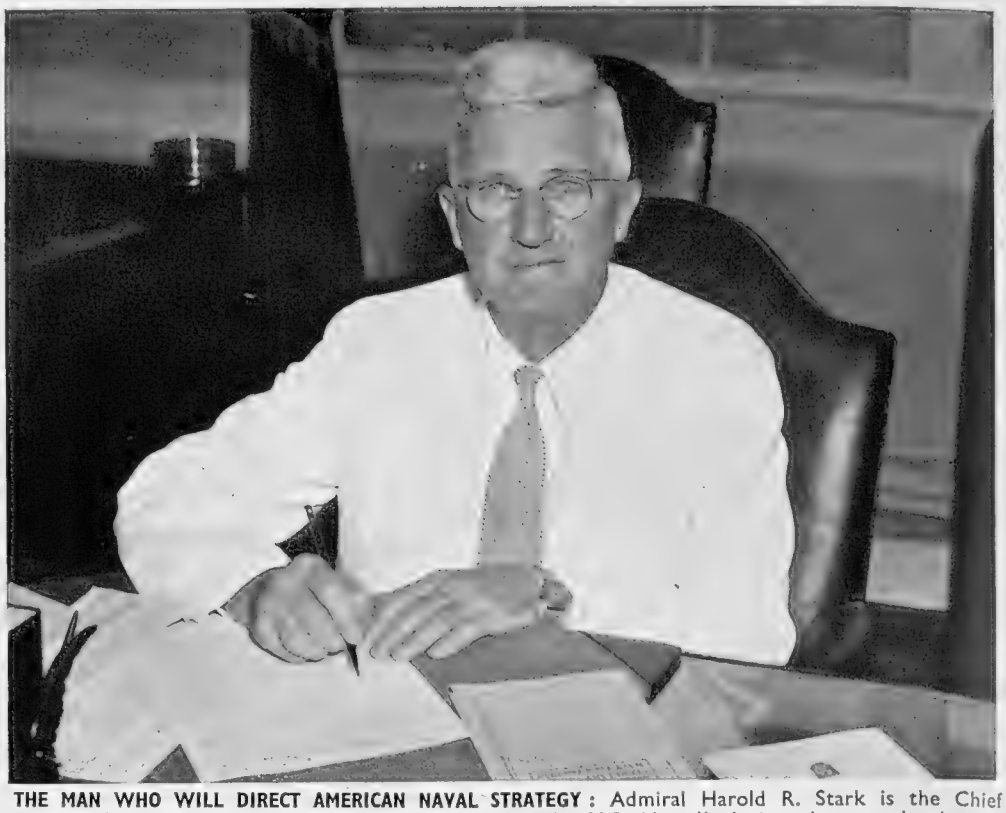
THE GOVERNOR-GENERAL OF THE DUTCH EAST INDIES: Jonkheer Dr. Tjarda van Starkenborch Stachouwer, who was appointed Governor in 1936. His Colony, too, is now at war with the common enemy in the Far East

AND STILL REINFORCEMENTS ARE ARRIVING AT SINGAPORE! Another big transport lands men for the defence of Malaya: Despite our preoccupations elsewhere, men are still going out to Singapore. This picture arrived in this office just after the declaration of war by Japan: it shows members of the R.A.F., Royal Corps of Signals and Royal Artillery waiting to disembark from a transport in Malaya for service in the Far East

WAR IN THE PACIFIC *(cont.)*

The Men Who are in Command of the Mighty U.S. Navy; And Some Striking Aerial Views of the Fleet at Sea

THE SECRETARY OF THE NAVY, Colonel Frank Knox : A picture taken during his visit to Bermuda in September of this year. Colonel Knox is here inspecting seamen aboard the U.S.S. *Augusta*. The latter is one of the heavy cruisers of 9,050 tons of the Northampton class (of which there are six). The U.S. Secretary of the Navy has always been alive to the possibility of war with Japan and the Axis Powers and is a great exponent of "Preparedness"



THE MAN WHO WILL DIRECT AMERICAN NAVAL STRATEGY : Admiral Harold R. Stark is the Chief of Naval Operations and the "No. 1 Man of the U.S. Navy." It is only recently that he succeeded Admiral Leahy (now U.S. Ambassador to Vichy) in this post. This picture was taken at his desk in the Navy Department at Washington just after he had taken the oath of office. The Admiral is commonly known throughout the Fleet as "Dolly" Stark

COMMANDER-IN-CHIEF OF A THREE-FLEET NAVY : Admiral Husband E. Kinmel is C.-in-C. of all Fleets of the U.S. Navy, following on the reorganisation by Colonel Knox. He controls the Atlantic, Pacific and Asiatic Fleets, and directly commands the Pacific Fleet. His responsibilities are now, indeed, world-wide !

CHIEF OF THE ATLANTIC FLEET : Admiral Ernest J. King, an aviation veteran, who has been commanding all the Atlantic operations. This picture was taken during a recent visit to the Bethlehem Steel Works

KEEPING TRACK OF THE ATLANTIC POSITION : At the secret base of the U.S. Atlantic Air Patrol. Executive Officer Lieut.-Com. L. Rice and Captain H. Mullinnix (who commands the Patrol Wing) keep track of the position of their planes by means of dots on the operations map. Planes report at frequent intervals to the base

WHERE THE U.S. FLEET SHELTERS AT PEARL HARBOUR : A scene in Lahaina Roads near Honolulu, with part of the U.S. Pacific Fleet at anchor in the Strait. This was the spot which was the objective of the heaviest Japanese attack as soon as she had declared war on the United States

LONELY WAKE ISLAND IN THE VAST PACIFIC, which the Japanese have attacked : This was one of the first objectives of the enemy. It has been American territory since 1898 : although it has an area of only one square mile, Wake Island was an important point in America's cross-Pacific air service. It was reported that the island had been "smashed" by Jap bombers, and later it was reported that the enemy had actually occupied Wake and Guam

THE UNITED STATES TESTS HER NAVAL STRENGTH : A wonderful picture taken during manœuvres on a grand scale carried out by the U.S. Navy in the Caribbean Sea. Aircraft combined with the surface craft on this occasion in comprehensive exercises designed to test the efficiency of personnel and equipment

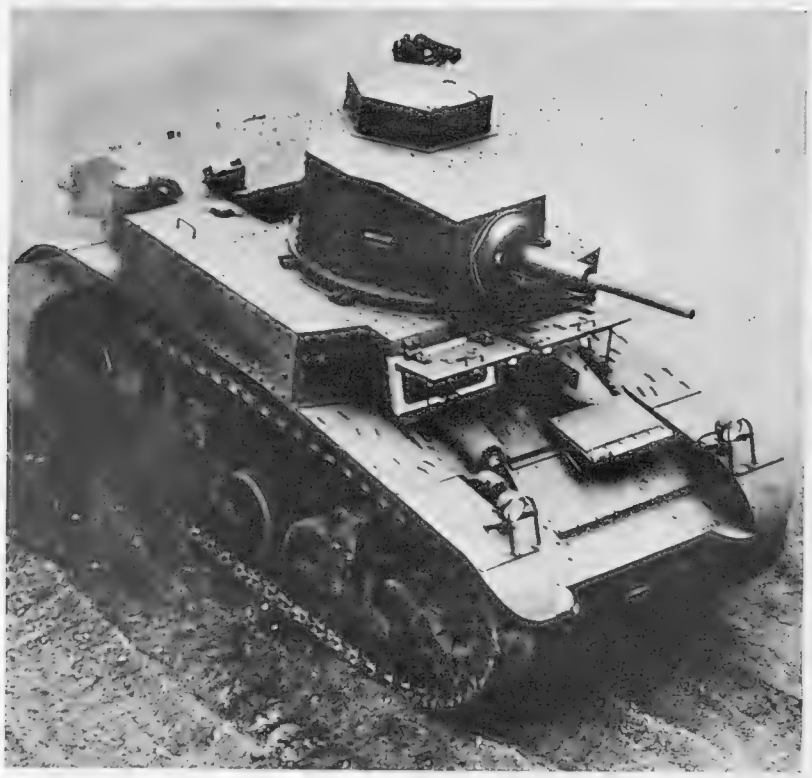
The U.S. Navy is amongst the biggest and best in the world to-day. Although taken by surprise by the Japanese—who chose their own moment to attack—there can be little doubt that, in the event, weight of metal, completeness of equipment and organisation, and efficient training will demonstrate the American superiority over the yellow men. The picture reproduced *above* gives a fine impression of U.S. naval might : although amongst the largest war vessels in existence to-day, the naval vessels thousands of feet below look like toys lost in puffs of smoke !

PART OF THE U.S. NAVY ON PARADE : A few (only a few !) of the vessels of the U.S. Fleet drawn up in Los Angeles Harbour during review

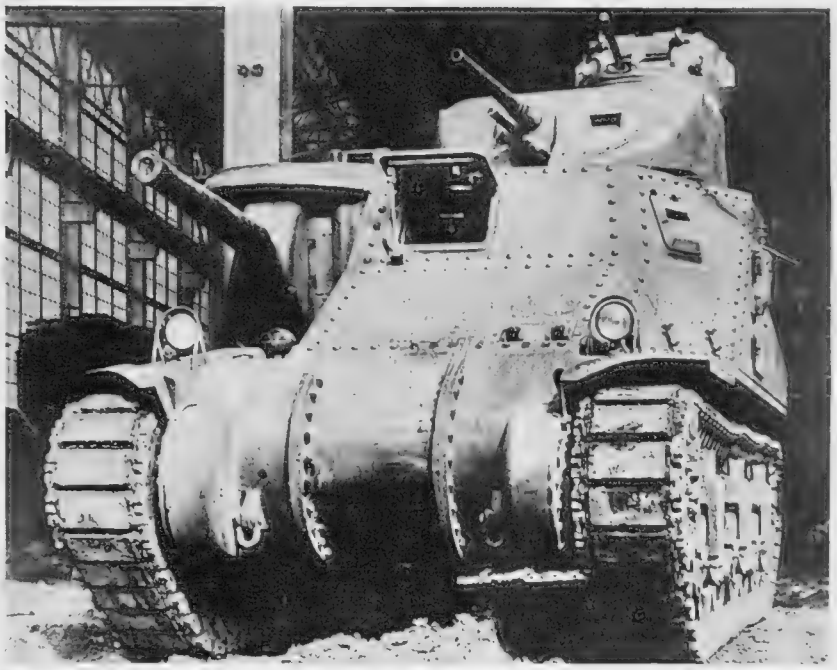
"BOMBING SQUADRON NO. 3" : A demonstration from Southern California : These aircraft are scout-bombers flown from the deck of the U.S. Aircraft-Carrier *Saratoga*. When the picture was taken they were participating in aerial manœuvres over Southern California. The U.S. Navy has developed aviation to a very high degree : they are the pioneers of dive-bombing and their flying personnel are very highly trained for reconnaissance and fighting and bombing over the sea. The naval arm should prove a very important factor (if not the most important !) in the present war in the Pacific, as there are over 66,000,000 square miles of water over which surveillance is necessary !

NEWS ITEMS FROM MANY QUARTERS

A FIRST PICTURE OF THE HEADQUARTERS WHENCE THE BATTLE OF THE ATLANTIC IS BEING FOUGHT BY ADMIRAL SIR PERCY NOBLE: This picture comes from Liverpool, from the Battle Headquarters of Admiral Sir Percy Noble, Commander-in-Chief of the Western Approaches. It is from this room that the orders of the Admiral and his staff of experts go forth to the convoys and warships which bring the unceasing floods of supplies to this country. Seated around the table from left to right above are the following: Capt. O. M. F. Stokes (Chief Staff Officer, Administration); Capt. J. M. Howson (Deputy Chief of Staff); Engineer Rear-Admiral H. W. Wildish (Eng. Admiral on Staff); Commodore J. M. Mansfield (Chief of Staff); the C.-in-C.; Air Vice-Marshal J. M. Robb; Group Capt. K. B. Lloyd (Senior Air Staff Officer); Capt. S. K. Smyth (Staff Officer, Convoys); Eng. Capt. P. Stocker (Deputy to Eng. Admiral on Staff). Standing at the back are Capt. H. N. Lake (Duty Captain) and Paymaster Capt. W. McBride (Secretary to the C.-in-C.)



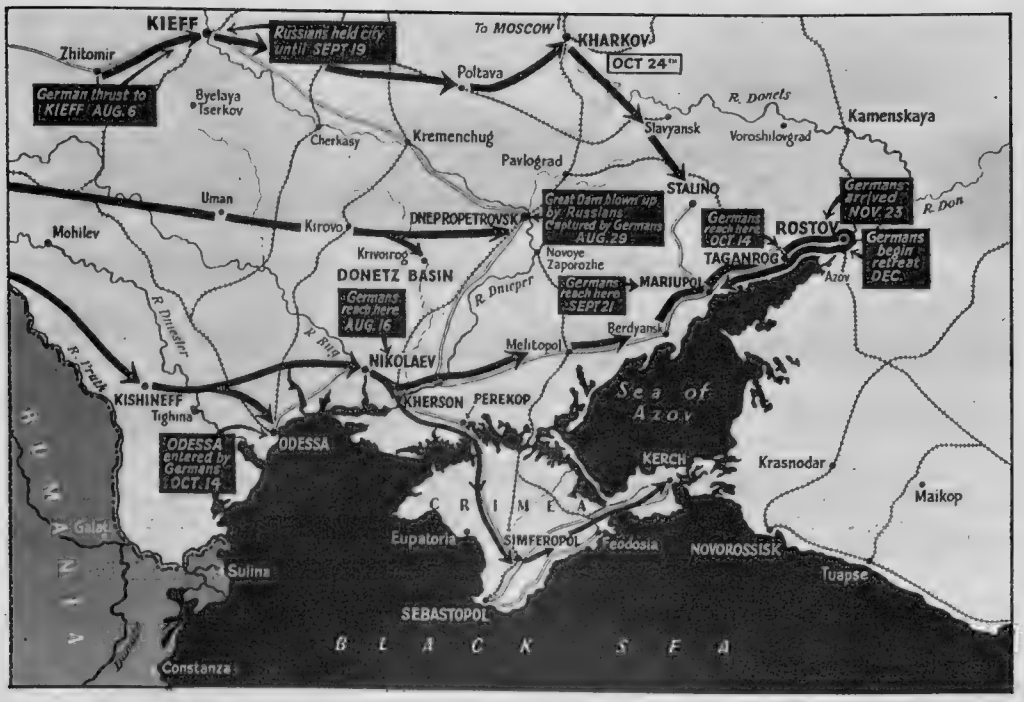
THE 13-TON TANK OF THE U.S. ARMY: This is manned by a crew of four. It looks a powerful engine of war! It is powered by a 250-h.p. aeroplane engine, and weighs ten times as much as the average good-sized motor-car



THE 29-TON TANK OF THE U.S. ARMY: This heavier vehicle has a crew of seven. It is powered by an aeroplane engine of 400 h.p. There are five speeds forward and one reverse; and it carries a heavy 75-mm. cannon in its massive turret, as well as other guns

A BRITISH MISSION TOURS AMERICAN DEFENCE PLANTS BY AIR: Members of the British Joint Management Labour Mission are here seen in the plane in which they flew from one Douglas Aircraft Company plant to another—from Santa Monica to the new "black-out" factory at Long Beach, California. The group has been touring U.S. defence plants as a result of arrangements made at the meeting of President Roosevelt and Mr. Winston Churchill. British industrialists included in the Mission are Mr. Frederick C. Braby (Structural Engineer); Mr. Charles K. F. Hague (of Babcock and Wilcox, Ltd.); Mr. Percy Lister (of the United Kingdom Commercial Corporation); and Mr. J. S. Turner (coal industry executive). Labour representatives included Mr. A. A. A. Findlay, Mr. George A. Isaacs, Mr. James Kaylor, and Mr. Will Lawther (president of the Mine Workers' Federation)

A POLISH DECORATION FOR GENERAL MORSHEAD: In the presence of the Commander-in-Chief, General Auchinleck, and many Australian and British officers, General Sikorski has just conferred the Polish Order of Virtuti Militari on Major-General Leslie Morshead. The presentation of this high order to the Commander of the garrison of Tobruk was made at a brief ceremony on the Nile embankment at Cairo. In accordance with Polish custom, General Sikorski kissed General Morshead on both cheeks



THE LONG-DRAWN-OUT EFFORT OF THE GERMANS TO REACH THE OIL OF THE CAUCASUS: Since August the Nazis have been engaged on this task, and now they have been beaten back

It is at first a little difficult to realise that the astonishing *bouleversement* of Rostov comes at the end of an effort which began as far back as the opening days of August. The particular German thrust which reached Rostov formed part of the general German advance into the Ukraine. The nature of this advance is indicated above by three spearhead lines. At times the German thrusts fanned out to right and left of the lines, but they indicated the three main directions of assault. To the north there is the push towards Kiev in the opening days of August (the city was not occupied till September 19). Kharkov, on the same line, was not occupied till October 24; the direction then turned south-east. It took another three weeks to reach Taganrog (October 14) and another month before Rostov was entered.

THE CAMPAIGN IN RUSSIA—I

The Rout of the Germans at Rostov, and the Astonishing Flight back towards Mariupol

By ROBERT FINCH

THE Nazi drive for the riches of the Ukraine and the oil of the Caucasus began with a thrust to Zhitomir, an important focus of routes some 120 miles west of Kiev. By the middle of July 1941, the Hungarians had reached the Dniester, which, in its lower reaches, formed the boundary between the Ukraine and Rumania. German-Rumanian forces, too, were on the march, and by the beginning of August had advanced to points midway between the Dniester and the Bug, and the Hungarians were almost within striking distance of the Bug bridgeheads.

While his gallant armies battled sternly against the Nazi hordes, Timoshenko, realising the gravity of the threat against industrial Ukraine, issued, on August 8, his bold proclamation to the people of all areas trampled by the Hun, urging Soviet citizens and peasants to wreak merciless vengeance on the foe, by guerilla warfare and by the wholesale destruction of everything that might be of use to the enemy, at whatever cost. His "scorched-earth" policy and the outbreak of guerilla warfare behind the enemy lines are still the despair of the German hosts.

The German High Command announced on August 12 the complete encirclement of Marshal Budenny's forces; but Budenny successfully withdrew the Russian armies from the pincers of von Runstedt and Antonescu, and reformed them between Bug and Dnieper to halt the big southward thrust—now clearly seen to be a drive to cut off Odessa and Nikolaiev and achieve the conquest of the whole Donetz Basin.

Heavy pressure, however, forced Budenny to extricate his armies by strategic withdrawal towards the great natural defence line of the Dnieper itself, which flows in a wide bend around the eastern side of the Donetz Basin. By August 16 it became clear that he would cross the river and hold it from the left (eastern) banks, if enemy pressure increased. The Russians announced their evacuation of Krivoi Rog and of Nikolaiev, after blowing up the dockyard and arsenal, on August 17. The enemy were spreading fanwise through the Donetz Basin and advancing eastwards through Kherson towards the Sea of Azov. By August 19 the German wireless was proclaiming the occupation of all the territory west of the Dnieper.

Nevertheless, thanks chiefly to the heroic rearguard actions fought by the Cossacks west of the Dnieper, Budenny succeeded in saving the greater part of his forces, which took up the new line of defence, as planned, along the eastern bank of the Dnieper bend. Odessa's brave garrison still held out, succeeding on August 29 in evacuating by sea all the women and children. Von Runstedt claimed over 80,000 prisoners; von Kleist's tanks seized the great industrial centre of Dnepropetrovsk, but the great dam near Zaporozhe and the power station which supplied most of the "Donbass" factories with power were blown up by the Russians.

THE FLIGHT TO MARIUPOL: The scene of confusion amongst the retreating German masses at Sambirsk, where the Taganrog road branches off from the main road westwards—*Drawing by W. G. Whitaker*

Soon the attack on the Crimea developed. The push for Caucasian oil was evidently to be a double one: (1) through Rostov-on-Don; (2) through the Crimea, with the advantage of a captured Odessa. On September 24, stubborn attacks on the Crimea were made by parachutists, who aimed at seizing the narrow isthmus of Perekop and its railway link with the mainland. Meanwhile Kiev, capital of the Ukraine, had fallen to von Bock and von Runstedt (September 19), and heavy fighting had developed along the Azov shorelands. Odessa fell in mid-October (the Germans said October 14), and Taganrog was entered.

The important strategic centre of Rostov-on-Don at length fell to repeated Nazi attacks, and on November 23 the Russians said that desperate fighting was going on in its streets.

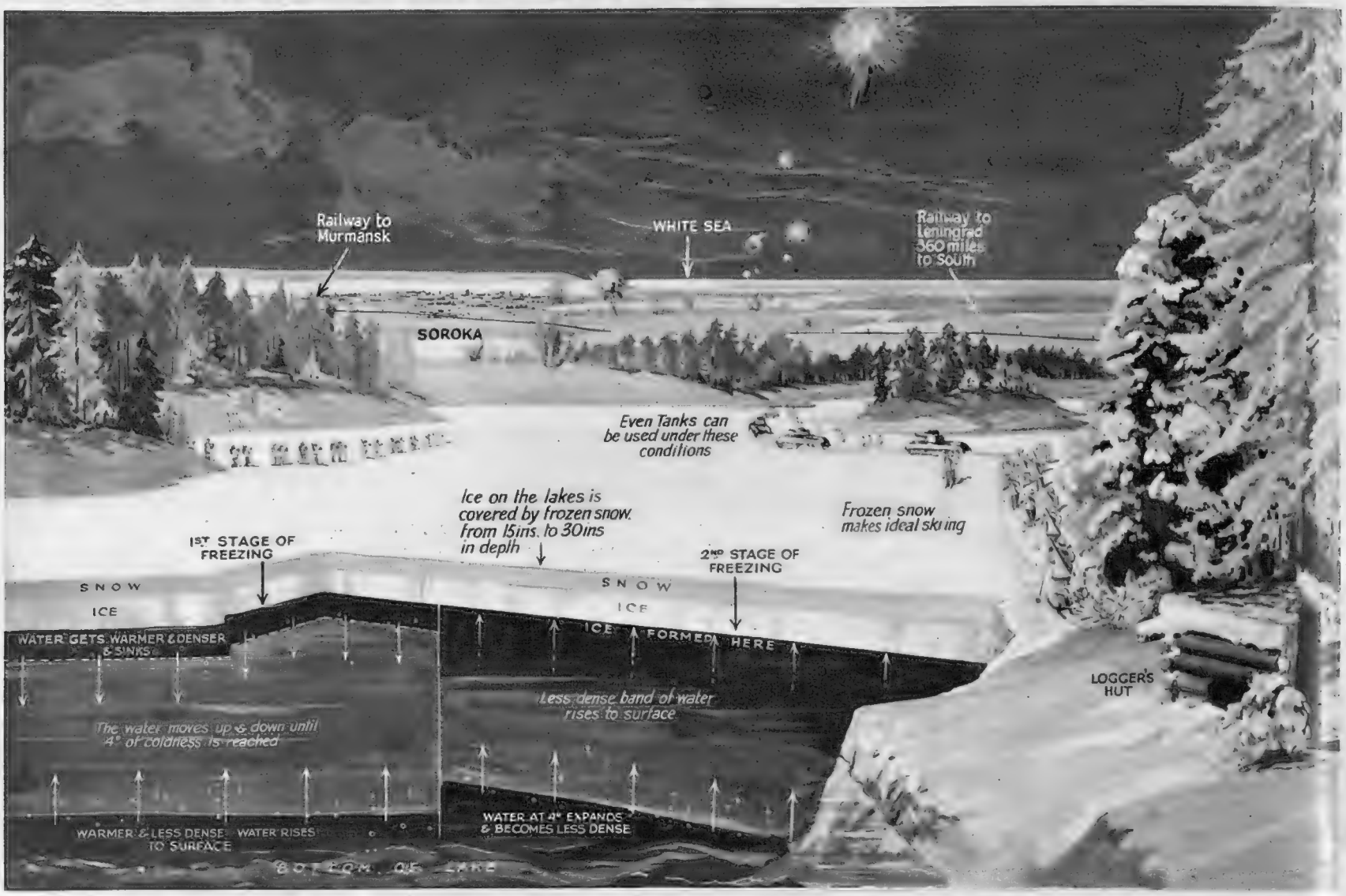
The Germans were now almost within reach of their most desired success—the keys to the Caucasus. At Kertch they were planning an attack across the Strait of Yenikale to Krasnodar and the Maikop oilfields; from Rostov they hoped to cut off the Caucasus region entirely by a swoop across to the Caspian and to move south-west against the oilfields of Grozny and Baku. The ways seemed wide open.

Then came the great Russian counter-offensive. Von Kleist's armies were attacked by Timoshenko's forces, his shock troops and their Panzers were all but wiped out; General Remizov drove in at them from the north-west, and General Kharitonov from the south-east across the Don. This, says the *Times* correspondent, "is not a mere episode, but a major reverse."

THE GERMAN RETREAT FROM ROSTOV TOWARDS MARIUPOL—*Drawing by Percy Home*

It was on November 23 that the advanced German troops entered the city of Rostov-on-Don, one of the outstanding objectives of the German campaign which was described by many a military critic as "the gateway to the Caucasus." For some nine or ten uneasy days the Germans occupied the city, erectingtemporary fortifications and barricades at the northern end, from which direction a counter-attack was apparently early expected. While thus engaged, General Timoshenko was getting his counter-attack into position, and in the opening days of December the pressure of this counter move began to be felt. From the north and from the south, across the River Don itself, the Russian columns threatened to envelop the entire German forces. The fear of envelopment was evidently so great that by the 3rd and 4th of the month the whole of the German forces, in and about Rostov, began to retreat westward along the Taganrog-Mariupol road. The congestion of traffic must have been very severe, while to left and right pursuing bodies of Russian cavalry harassed the flanks of the retreating army. The mechanised units of the pursuers must have had difficulty in threading their way along the main road, littered as it was with broken-down enemy transport. The retreating army must have made use of side-tracks as well as this Taganrog road

The CAMPAIGN in RUSSIA—II and III



WINTER COMES IN THE FAR NORTH OF THE RUSSIAN BATTLEFRONT: How the lakes freeze up in the Murmansk-Leningrad sector, as evidenced by Lake Soroka midway between these two bases—*Drawing by E. G. Lambert*

The manner in which the ice forms is illustrated in this drawing: when the ice is firm it is thick enough to carry even heavy tanks. First comes the freeze-up of the lake itself; then the snow which falls incessantly throughout the winter freezes on top, making conditions ideal for ski-ing and for sleighing. Under these conditions even large bodies of men and transport can be moved with ease. It is in the intermediate stages—when the snow is still slush during the oncoming of the more severe conditions, and in the spring, when the snow and ice are beginning to thaw—that conditions become impossible. Further south, around Moscow and elsewhere, it was the mud, slush, snow and rain which bogged the Germans down so helplessly, bringing many of their transport columns to a halt. In the article below by Mr. Finch conditions during the winter in Russia are fully explained

ICE and SNOW in RUSSIA

What Happens During the Great Winter Freeze-Up

SEVERE winter conditions, such as are now extending an icy grip over the whole of the territory of the Soviets, are not necessarily to the sole advantage of the Russians. The freezing of rivers and lakes, for instance, means greater mobility for tanks and other armoured vehicles; roads which had become impassable after heavy rains or half-thawed early snow, may again be usable, and natural barriers which hitherto formed almost insuperable obstacles to the invader may, when frozen, afford easy passage for troops, vehicles and supplies.

By the end of November, the great lakes, Ladoga and Onega, were already covered with ice. Here, however, the gain has been to our Allies, for their communications are thereby improved, and they are able to ensure reinforcements and supplies to the troops defending the approaches to Leningrad against the Finns and Germans. For some weeks the ice on Ladoga has been strong enough to permit the safe passage of heavy motor transport, although it will not reach its maximum thickness of several feet until mid-January.

Some snow has fallen, but the heavy falls have yet to come, and it is the accumulations of it that matter. From now until April at the earliest, in most parts of Russia, the snow will lie on the frozen ground, increasing in depth with each fall. Winter precipitation is not very great, measuring less than the rainfall during August and September, but in the west, and around Moscow and Leningrad, a level depth of from 15 to 30 ins. is by no means uncommon, and in the Taiga belt, the depth reaches 3 ft. When high winds accompany it, as happens in the west, drifts 20 to 30 ft. in depth form, and these will undoubtedly obstruct the free movement of motorised units.

In fact, ice, even though it be rough and jagged through broken masses freezing on the surface of the lakes and rivers, presents no fatal impediment to a modern army's progress. Snow is likely to prove a far more serious obstacle, and practically all the German motor transport in use in Russia has been fitted with snow-chains, whilst large numbers of German soldiers, especially accustomed to the severe winters of East Prussia, are trained to use skis. No more than the Russians, however, for to the great majority of them, sledges and skis have long been part of their daily life for many months every year.

In mid-winter, nearly all the rivers and lakes of Russia are ice-bound, some of the former being frozen solidly right through. The ports, too, except Murmansk and some on the Black Sea, are navigable only with the aid of the fleet of powerful ice-breakers which the Soviet Government has built up during the last three or four years. Ice-breakers are in use throughout the winter not only to keep open ports in the north and east, but also on the northern half of the Caspian Sea and on the Volga, the middle and upper parts of which are frozen over for 150 days in an average year; whilst further north, navigation of this great waterway is impeded for so long as 200 days.

In the south-west, the Rivers Dniester and Vistula are usually ice-bound for over 70 days.

A HEAVY SNOWSTORM OVERTAKES A NAZI TRANSPORT COLUMN: It was under such conditions as these that the Germans attempted to capture Moscow. But the snow continued to fall, the ground being covered with still another layer even before the first had frozen. Transport became bogged, and great difficulty was everywhere created for troops and supply columns

Just as there are anomalies in the climate of Russia, so there are features in the freezing of her rivers, lakes and harbours that must be considered. Whereas fresh water freezes at 0 deg. C., a temperature of —2, deg., or even less, is necessary to turn salt water into ice. Moreover, the temperature of the sea is less variable and warmer than that of lakes and rivers, and its continuous agitation tends to retard the process of freezing. Similarly, the flow of a river hinders the rapid formation of ice, and not only postpones the freeze-up, but later accelerates the freeing of the rivers in spring. Consequently they become navigable again two or three weeks before the air temperature has risen to freezing point, and, under similar thermal conditions, before the lakes are free.

The analogy of a pond may illustrate what really happens when even such deep lakes as Baikal, Onega and Ladoga become frozen. Of course, the water does not merely freeze on the surface of a pond and grow steadily thicker and thicker without considerable displacement below. As it gets colder, water increases in density and becomes

heavier; it tends to sink, and is replaced at first by warmer water from below until, slowly circulating, all the water is reduced to a temperature of 4 deg. It is at 4 deg. that it reaches its maximum density, and between that and 0 deg. it expands, becomes less dense, and, in consequence, rises again to the surface, where it is still further cooled. Obviously, if the density went on increasing right down to freezing-point, surface water at 0 deg. would sink and the pond would freeze from the bottom upwards.

The contrary happens, however, and water which is cooled below 4 deg. continues to rise until it is transformed into ice at the top.

These principles apply to big lakes, but naturally much lower temperatures are needed to freeze water many fathoms deep.

The Russian climate presents many contrasts. Owing to the benefit it receives from the warm Atlantic Drift, which flows past the north of Scandinavia, the Murman coast, which is the most northerly part of European Russia, is the part least obstructed by ice. The port of Murmansk is ice-free, yet the Gulf of Archangel, 300 miles further south, is blocked for 200 days, and Leningrad, situated still further south, for even longer. Even in the Black Sea, ports on the north-western shores, where cold north-east winds from the steppes sweep down, are ice-bound from January until March; and the Sea of Azov is frozen across in January.

Part of the Gulf of Riga is blocked for 130 days; the shores of the Gulf of Finland from November to April, and the northern part of the Gulf of Bothnia from October until the middle of May.

In the east, Vladivostok harbour is frozen from mid-December until early April, and Nikolaievsk, at the mouth of the Amur, is closed for 220 days. On the north-east coast of Siberia, ice in the harbours sometimes reaches a thickness of 9 ft., and Lake Baikal freezes to the same depth. Asiatic Russia, in fact, is the world's coldest region. At Verkoyansk, in Yakutsk, a temperature of —90 deg. has been recorded, the lowest ever reached anywhere on the surface of the earth, and far colder than at either of the Poles, where the thermometer seldom drops below —50 deg.

Conditions in European Russia are much less severe than in Siberia, particularly in the south. The January isotherm of 32 deg. Fah. cuts across the Crimea, and the Caspian Sea, passing through the lower ground of Transcaucasia and along the southern half of the Caspian. The rest of Russia has an average temperature during January below freezing-point, and, further north and east, conditions increase in severity. This is seen in the line of the January isotherm of 14 deg. Fah., which runs from the north of the Gulf of Bothnia, through Moscow to Astrakan. Hence the northern half of the Caspian becomes ice-bound, for it is even colder there than at Leningrad, which is outside the 14 deg. isotherm.

January, indeed, is likely to test the endurance of the Germans severely, as M. Stalin's recent warning indicated, for the figures we have quoted are only of mean temperatures. To establish an average temperature of 14 deg. over the whole of January, the thermometer must ordinarily remain far below 14 deg. for nearly half the month.

It is at least reasonable to suppose that our Allies, fighting on their own ground and in their own weather, can stand up to it better than their foes. R. F.

"S.S." MEN ADVANCING OVER THE SNOW-COVERED FIELDS DURING AN ATTACK ON THE EASTERN FRONT: Rarely has the German censor sent out a picture of Nazi troops unaccompanied by a variety of armoured vehicles. Here is one, however! Furthermore, it will be noted that, despite the snow, not a single infantryman wears a greatcoat

HOODED AND CLOAKED GERMAN TROOPS trudging through the snow as they make their way up to the front line before Moscow

ONE OF THE PROBLEMS THE GERMANS HAD TO FACE: Partially frozen rivers may be filled with ice strong enough to bear a man's weight, but not that of heavy vehicles. Hence the frequent employment by the Germans of tank-pontoons—*Drawing by W. G. Whitaker*

Despite the warnings of "experts" that we must not depend too much on "General Winter" and "General Mud," it would nevertheless appear that these two commanders have played an important part during recent weeks in Russia. And evidence in support of this comes from the Power most affected—Germany. Their campaign on the Eastern Front resolved itself into a race to subdue Moscow before winter closed down on them: apparently, they have failed. Russia is now in the relentless grip of winter, and all large-scale operations have been slowed down

THE UNITED STATES ON THE BRINK, Early December 1941

Impressions of a Flying Visit just Before the Devastating Attacks by Japan, which Brushed All the Trivialities and "Bright Lights" Aside and Brought America Grimly into the War

Described by VERNON FANE

AT a house on Long Island, quite close to where Walt Whitman lived, I took a glass of wine with a man who had dined in England on the previous night. We were both guests in the house, but the wine came from his own vineyards, up-State New York, and excellent it was, too. (Even Manhattanites have occasionally to be reminded that there are 50,000 square miles in New York State, and that its boundaries march with Ontario and Quebec, and that it is one of the most intensively agricultural States in the Union.)

He was a ferry pilot. Even for him the trip had been a remarkable one, though, as he put it, it was all in the day's work.

In the day's work, too, I had flown the Atlantic. Not so precipitously, of course, but far more comfortably than I had ever sailed it. Those deep depressions which are for ever lashing about in the Atlantic have no terrors for Pan-American Clippers: they rise above them. They also see that you never miss a square meal, sleep you in a comfortable bed, and there is nearly always a game of bridge in the smoke-room, if you want one.

Even so, the easy smoothness of it all cannot take the edge off the excitement of taking off from the tiny harbour of Horta, in the Azores, into the eye of the setting sun; looking out on going to bed to see a full moon, and, far below, drifts of cloud across apparently limitless wastes of water; waking up to find a green, gold and orange dawn tinging the fronded palms of Bermuda; and by noon to be circling the well-known sky-line of New York City.

New York was looking remarkably like itself. The brightly coloured taxis (now all fitted with radios and sunshine roofs); the elegant green of the Fifth Avenue buses; the jam of parked cars in the cross-town streets; the swift efficiency of the parkway traffic and that engineering triumph, the Triborough Bridge.

The shop-windows were full of half-forgotten things: the bric-à-brac, luggage, leather and sports-goods shops of Madison Avenue; surrealist décor behind plate-glass in Fifth Avenue; the blatant boisterousness of Forty-Second Street. Candy stores displaying their succulent wares in tiers; drug stores, selling everything from a chocolate ice-cream sundae to a vacuum-cleaner; cigar stores with an unlimited range of cigarettes at 16 cents a packet, and cigars from 5 cents. Lots and lots of lovely women all neatly and elegantly—many of them expensively—dressed.

It was late October, but the sun shone warmly through the crystal-clear air. Nobody wore an overcoat; the waistcoat is a superfluous anachronism. It was an exceptional Fall, they said. High above the peaks of the tall buildings an aeroplane twisted and turned, leaving the familiar trail of condensation in the sky. One stopped to look (which is more than the hurrying crowds did), but he was only advertising somebody's biscuits. On the streets there was never a uniform, nor a gas-mask in a million. Then, with that dramatic suddenness which never fails to startle a visitor from Europe, dusk fell, and the lights went up. The lights!

Some days and nights in Lisbon had re-accustomed the eye to neon lights, brilliant windows and motor-car headlamps. (Lisbon had also provided other strange contrasts, such as unlimited butter and sugar on the restaurant tables, German and Italian papers on sale at the kiosks; swastika-marked Focke-Wulf aeroplanes at the airport; swaggering Germans on the Avenida.)

The lights of New York are at all times impressive, but to a black-out-trained eye they are at first almost overwhelming. The tempo of the traffic seems to quicken, to take on a fresh urge towards those mid-town streets which run east and west of Broadway. It is playtime, and time to eat and drink in any one of those attractive places which cluster round the forties and fifties. Although I was prepared for it, it took me a little while to get adjusted to the food. I had remembered that America was a land of large helpings, but to my rationed taste the quantities they set before me seemed gargantuan. No use protesting in a restaurant: that was the portion; eat what you can and leave the rest. Even in private houses it was just the same, and there, of course, politeness precluded any comment. Nor would one want to comment, in any case. Because one has learned to live frugally (and undoubtedly more healthily), and because, in consequence, one cannot help being shocked at the wastage of food, that is no reason to criticise the way of life of a nation which has, so far, had no reason to impose restrictions upon itself.

On the whole, Americans are curious, and some of them a little sceptical, about the rigours of our rationing. Some express surprise that you look as well as you do; others talk learnedly about black markets, and assume that you can get all you want if you know where to get it. They show a keen interest in our egg ration—180,000,000 eggs are consumed every day in the United States.

One quickly learns to parry questions, and not to answer them off-hand and without some reflection. All of them, friends, and not-such-good-friends alike, have deep-rooted feelings and ideas about it all, which they don't like upset by anything one may say. A woman who has been working herself to a frazzle on some Relief for Britain movement, for instance, doesn't want to be told that we are going along quite nicely, thank you, in the food and clothing line. The Isolationist, on the other hand, will find, in such a remark, some extra justification for his emphatic views.

The visitor from these beleaguered shores soon finds out that an ounce of tact is worth a ton of bright conversation. Interminably he will be asked questions about the war. He must get used to it as an omnipresent topic and one on which he, as an Englishman, must have views which must add something to their own discussions. If he is wise, he will confine himself to such facts as are within his own knowledge, and not attempt to answer questions like "What do you think we ought to do?"; or, "What do they think of Lindbergh over in Britain?" Unfortunately, not all of our visiting countrymen are wise, and there have been some disturbing repercussions from casual remarks made at dinner-tables and cocktail-parties. Some of the worst offenders are the resident British (sometimes scornfully referred to as the "Free English"). Close runners-up are some of the lecturers who have gone forth to tell them what it is all about.

It would be difficult to remember a time in which Anglo-American relations were more delicately in the balance than they are now. Because we have been in the war for some time, and because we have gathered so much experience under attack, that does not mean to say that we are qualified to provide all the answers to their problems. Nor would the visitor be wise to enter into any discussion on the amount of aid which they have rendered so far, or to express an opinion as to the volume of that aid, and the possibilities of its increase in the future.

One is constantly being asked what we think of their aeroplanes and tanks, for instance; whether we have got enough of them; whether we think we are likely to get them in ever-increasing quantities; and what our views are on the diversion of a good deal of this material to Russia. It is not always apparent that these questions contain an underlying significance which concerns American internal affairs, and the visitor would be well advised to remember that before committing himself to any opinion at all.

In Washington, where the people tend to be nearer to realities and consequently less obsessed by generalities, there is less talk on these lines. Before I went there, I was warned that hotel accommodation was almost impossible to obtain, and, to use their own colloquialism, people were living in the tree-tops. I found this literally to be true as far as hotels were concerned, and was perhaps fortunate to find a friend who could put me up.

Washington swarms with Government missions of all sorts, crowds of officials from expanding Ministries, and an extraordinarily large number of foreigners on various jobs. By far the largest resident foreign population is, of course, the British, a large number of whom, it was a bit of a shock to find, were none too popular.

Washington is a beautiful city, with a charm and character all its own. It has changed considerably in the past few years, but somehow has managed to retain its dignified individuality. The delightful informality attendant upon a visit to the White House is something to be remembered, as, indeed, is the firm handshake and the look from a keen eye which one receives from the President himself.

I came away with a very strong feeling that the Isolationists, in spite of the noise they were making, were steadily losing ground, and particularly in those parts of the country always reckoned to be their strongholds, i.e., the Middle West and the South-West. I felt that, even during the few weeks I was there, the country was moving steadily towards what they call "a shooting war." As I am writing these lines, the news comes of the treacherous attack of the Japanese upon them. My guess is that the Japanese will find themselves up against a united nation, and that Senators Wheeler and Nye, and even the enigmatical Lindbergh himself, will be ranged in a solid front against the aggressors.

WAR PICTURES

In the trough of heavy seas six sailors in their lifeboat patiently wait for rescue. They are but a microscopic dot on the seascape, but they have a smoke-flare that can be seen for miles. Part of those smoke-flares was made from waste paper.

Across the Libyan Desert a British ambulance comes into view. It contains two badly-hurt airmen who had to crash their plane. The sun is blazing fiercely overhead and those boys are indeed thankful for the protection of the ambulance roof. Waste paper helped to make that roof.

Holding back the Nazi hordes before Moscow and other Russian towns are stout Russian soldiers in stout boots. Believe it or not, those boots came from England, and inside every one was a "stiffener" made from waste paper.

All our boys—Tommies, Jack Tars and Jimmy Blues—wear boots that contain a waste-paper content—a stiffener that cannot be beaten in any part of the world.

These are just a few things your waste paper can be used for: others include shell linings, fuse cylinders, cups and tubes for charges in mines and bombs, wallboard for service huts and a host of others. Such piles as the one shown above should be found in every borough throughout the country. Four hundred tons of waste paper are needed each week for just this one factory—only one of many such. What is needed now, on average, is one ton per 10,000 members of the population.

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

This Society is constantly hearing good reports of the boys trained in the *Arethusa*. Only recently one subscriber who recommended the case wrote of him: "He is doing splendidly in the Navy and is a fine keen sailor, and a very good son to his mother." Fresh boys are clamouring for such a chance as this boy was given, but, owing to lack of funds, the Society has not room for all the applicants. Will you send a gift to help on this grand work? Address: 164, Shaftesbury Avenue, London, W.C.2.

The GROWING MIGHT of the U.S. at SEA

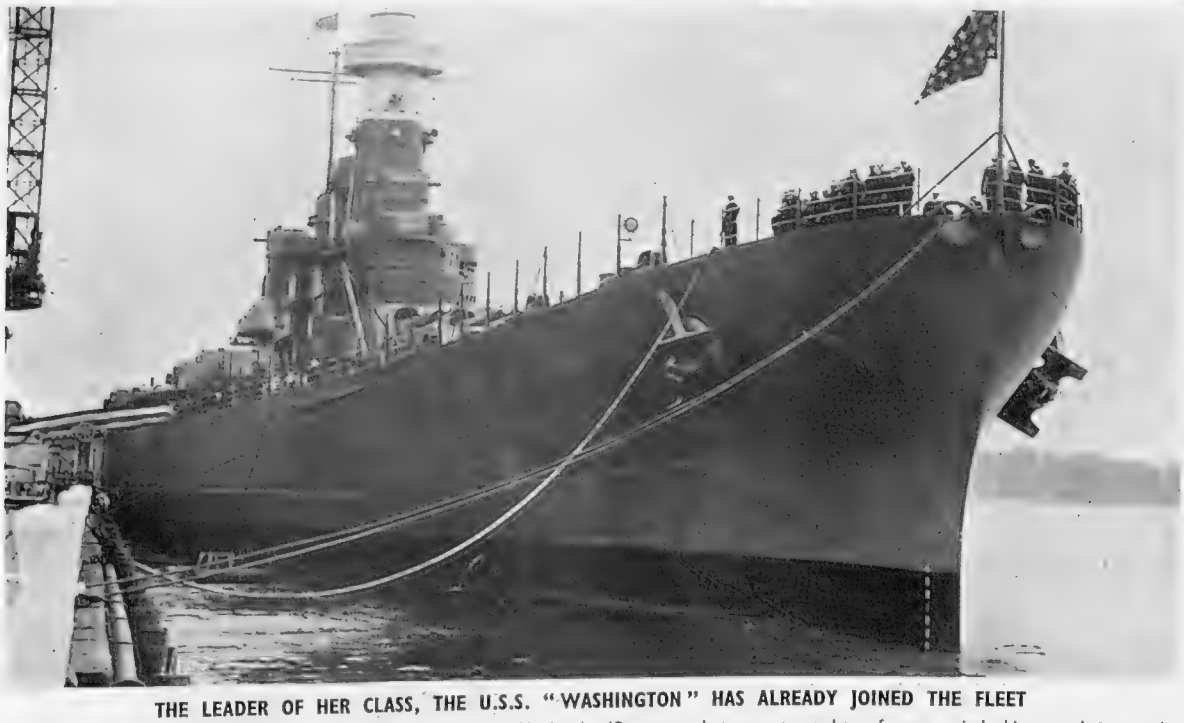
The Wonderful Expansion of the American Fleet During the Past Few Months of This Year—An Astonishing Collection of Recent Pictures of Launchings and Commissionings in the United States

THE MOST POWERFUL FIGHTING SHIP IN THE U.S. NAVY—The battleship "North Carolina," which was launched and commissioned a good six months ahead of schedule: she was built at the New York Navy Yard, and was intended to replace the "Arkansas"

This 35,000-ton battleship was launched on June 13, 1940: she was due to be completed in November 1941, but actually she was commissioned early this year, six months ahead of schedule. One of the powerful Washington class, this vessel carries a complement of 1,500; she has a length of 750 ft. and a beam of 108 ft. Her armament consists of nine 16-in. guns, twenty 5-in. dual-purpose guns and smaller guns. She has a speed of 30 knots, and is heavily armoured with a 16-in. belt of steel amidships, 6 ins. on the upper deck and 4 ins. on the lower deck. She carries three aircraft which are launched into the air by catapult; and her cost was estimated to be nearly 70,000,000 dollars

THE BATTLESHIP "MASSACHUSETTS" SLIDING DOWN THE WAYS IMMEDIATELY FOLLOWING ITS LAUNCHING AT THE FORE RIVER SHIPYARDS NEAR QUINCY, MASS.: Following on the commissioning of the *North Carolina*, her sister-ship, *Massachusetts* took the water at the shipyard of the Bethlehem Steel Company a few weeks ago. The official date for her completion was 1943, although this is likely to be brought much nearer. Excluding the cost of armament, she absorbed nearly 50,000,000 dollars. Immediately after this launching a crane swung into position with the keel for the new light cruiser *Flint*, on which construction was at once begun!

ANOTHER OF THE WASHINGTON CLASS IS LAUNCHED: On November 21, 1941, at Newport News, the battleship *Indiana*, another 35,000-ton monster, was launched. She was laid down as recently as November 1939, for completion in 1943: but here, too, the construction work was pressed on. She is riding high in the water above because her nine 16-in. guns and most of her fighting equipment have still to be installed

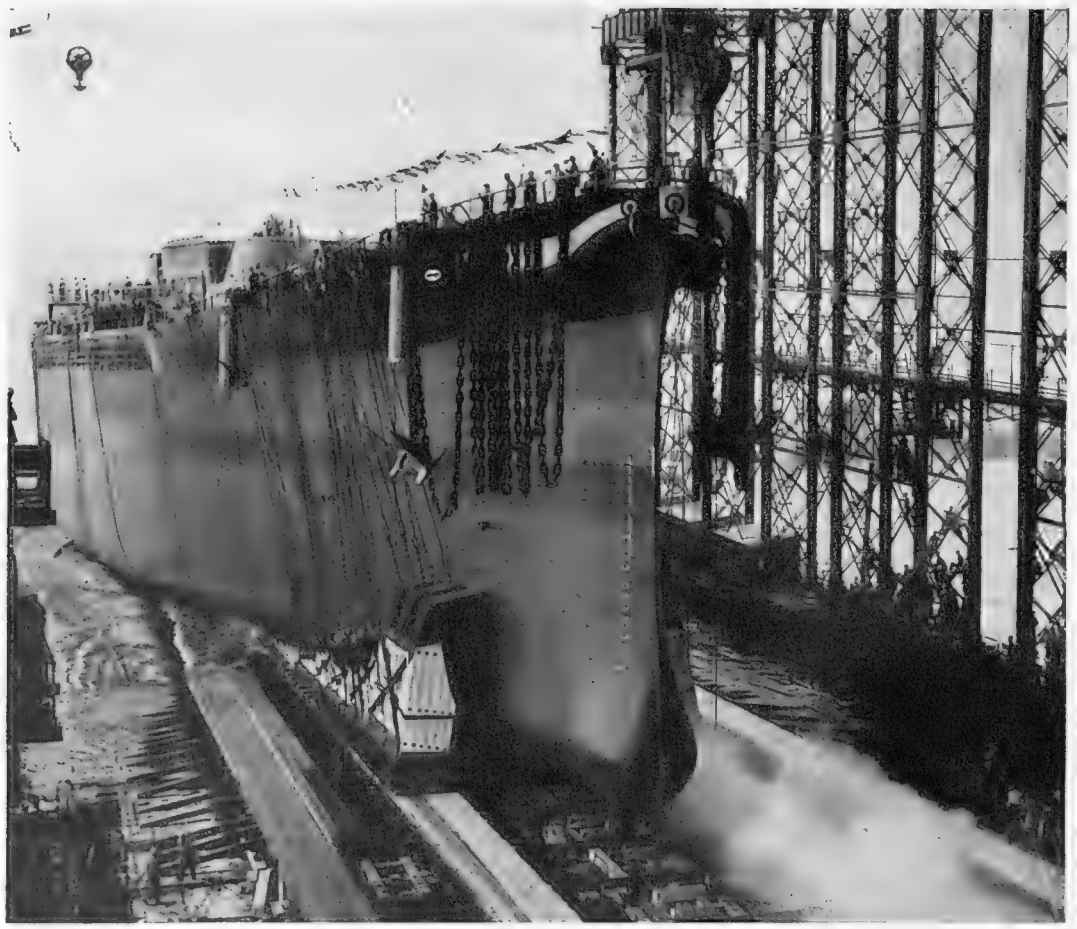


THE LEADER OF HER CLASS, THE U.S.S. "WASHINGTON" HAS ALREADY JOINED THE FLEET

She was launched on June 1, 1940, at the Philadelphia Navy Yard. Although not due for completion until October 1942, the *Washington* was actually commissioned in May of this year. She and the *North Carolina* are the first battleships to be added to the U.S. Fleet for 18 years: but now a number of new capital ships are being made ready for active service, and the American Navy is experiencing the biggest expansion ever witnessed. The *Washington* is reported to have cost 65,000,000 dollars

During the past few months (but especially during the past few weeks) an astonishing number of pictures have reached this office from the United States showing the launching or commissioning of new war vessels for the American Fleet. It has been impossible to include *all* of these pictures in these pages, but the selection given here will suffice to show the wonderful effort of our Ally to maintain her position amongst the first-class navies of the world. It will be observed, from the selection here and on the following two pages, that the new vessels range from battleships to destroyers and submarines: even "submarine chasers" (those very essential war vessels of a modern navy) have not been omitted! In view of the tragic losses at Pearl Harbour it has been thought expedient to remind readers that—sad as such losses are—they do not even begin to impair the effectiveness of the U.S. Navy. The main thing to remember is that all the launchings and commissionings depicted here have taken place this year; many of them during recent months, and some during recent weeks. The declaration of war by Japan will have the effect of accentuating the American effort in naval construction—of that we may be quite sure!

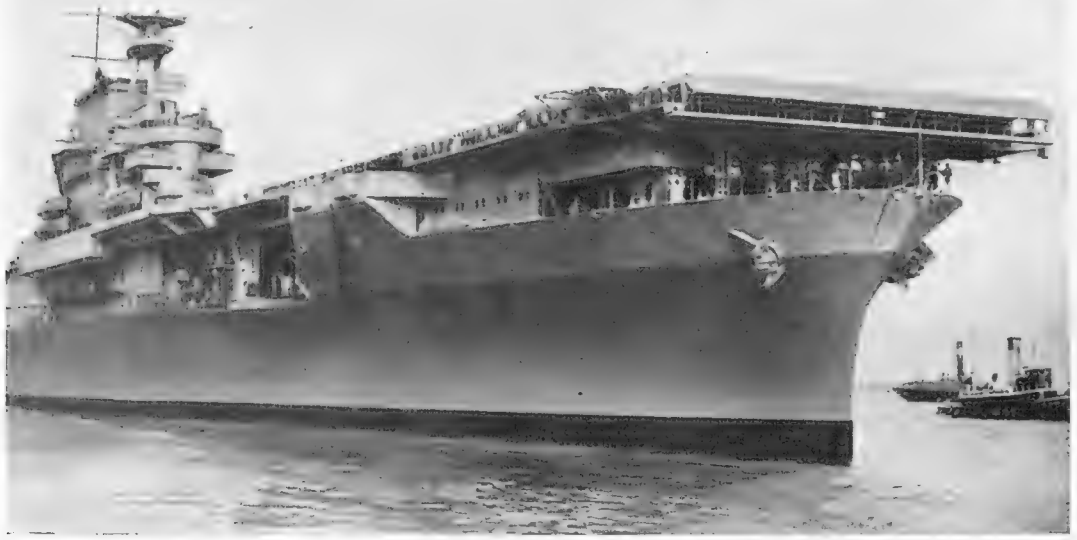
THE GROWING MIGHT OF THE U.S. (cont.)



THE U.S.S. "SOUTH DAKOTA" IS LAUNCHED AT CAMDEN, NEW JERSEY

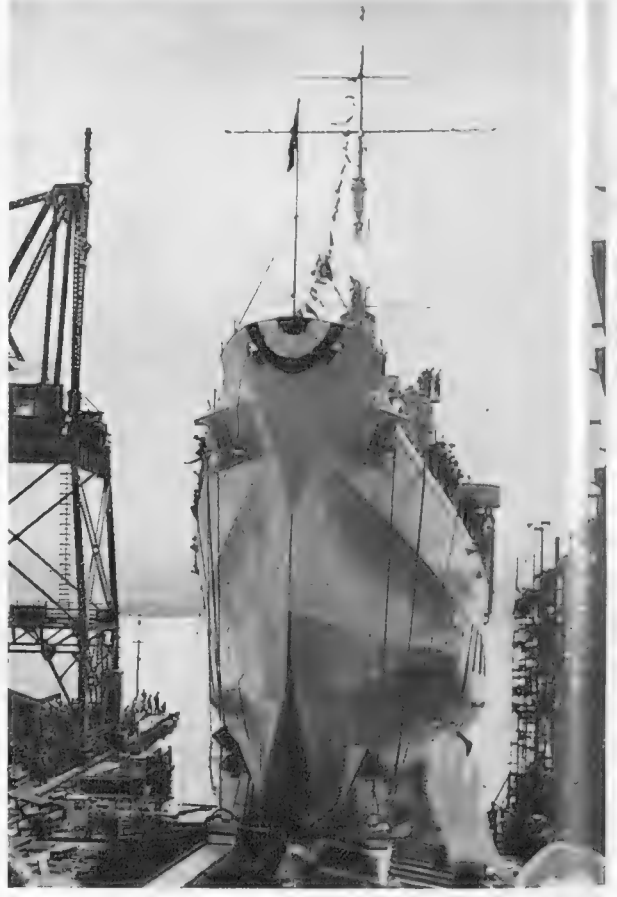
Still another battleship of the Washington class of six (all of which are armed with nine 16-in. guns), the *South Dakota*, was launched at the yards of the New York Shipbuilding Company on June 7, 1941. She was laid down on July 5, 1939, for completion in 1943, so that less than two years were taken on the construction of her hull. Within a few minutes of the launch, the keel of a 10,000-ton cruiser, the *Santa Fé*, had been laid on the ways just vacated by the *South Dakota*

THE NEW STREAMLINED LIGHT CRUISER "JUNEAU": One of the four vessels of the Atlanta class, *Juneau* was laid down in May 1940: she was launched on October 25, 1941, at the Federal Shipbuilding Yards at Kearney. She is a vessel of 6,000 tons and cost 13,000,000 dollars to build (without armament). She was named at the launching ceremony by the wife of the Mayor of Juneau, Alaska



THE LATEST AIRCRAFT-CARRIER TO GO INTO SERVICE WITH THE U.S. NAVY

Due for completion in 1942, the *Hornet*, 20,000-ton aircraft-carrier, is already in commission: this picture was taken as she arrived a few weeks ago at Norfolk, Virginia. *Hornet* is designed for a speed of 34 knots; she carries eighty-one aircraft, but was designed for 100. Her complement consists of 170 officers and 2,000 men. The American Navy is particularly strong in aircraft-carriers—which is natural when one considers the area of the Pacific which its Fleet must patrol



THE 6,000-TON LIGHT CRUISER "ATLANTA": Laid down in April 1940, *Atlanta* was launched on September 6, 1941. She is the first warship to be launched at the Federal Shipbuilding Yard since this was taken over by the Government for operation by the Navy. Miss Margaret Mitchell, author of *Gone With the Wind*, who comes from Atlanta, christened the new cruiser

A NEW U.S. DESTROYER, THE "ERICSSON," COMMISSIONED AT THE NEW YORK NAVY YARD

This warship, of 1,630 tons, was laid down on March 18, 1940; a year later—on March 13, 1941—she had been completed *and commissioned*! This picture was taken during the commissioning ceremony. The *Ericsson* is named in honour of the man who designed and built the famous *Monitor* during the Civil War. Some of the vessels of this Benson class (of which there are twenty-four) have square sterns; the reversion to two funnels is a noteworthy feature

The United States Navy has a programme of naval construction which is the biggest in American history. At the end of last year there were building or on order 17 battleships, 12 aircraft-carriers, 48 cruisers, 160 destroyers, 23 torpedo-boats, 80 submarines, 25 submarine-chasers, 19 aircraft tenders, 3 minelayers and many other vessels. Some of these have now been completed, others are almost ready for launching. It has only been possible in these pages to include a few of the many new additions to the U.S. Navy since the beginning of the year

THE NEW DESTROYER "FITCH": After the launching of the battleship *Massachusetts*, work was immediately begun on this destroyer. She was launched on June 14, 1941. Immediately after the launch of the 1,700-ton *Fitch*, keels were laid for two new ships!

THE LAUNCHING OF THE U.S. SUBMARINE "GATO": This vessel gives her name to a class of six which are believed to be slightly-improved versions of the Tambor class (one of which is depicted below). These vessels are all of 1,500 tons, and have been designed for a speed of 21 knots. They have two engine-rooms

ONE OF THE NEWEST U.S. DESTROYERS: The *Kearney*, which was launched and completed last year, and commissioned later. Unfortunately, this fine vessel (which is of the same class as the *Ericsson*) was torpedoed in October of this year off Iceland

THE LAUNCHING OF THE SUBMARINE "TRIGGER": Eight months after her keel was laid at Mare Island Navy Yard in California, *Trigger* was launched on October 22, 1941. She is the first submarine of the U.S. Navy to be so named

ONE OF THE NEWEST OF THE U.S. SUBMARINES: *Grampus* is one of the twelve vessels of the Tambor class. She has a displacement of 1,475 tons and a length of 299 ft. She has achieved 22 knots on her trials, and her armament includes a 3-in. anti-aircraft gun

A NEW SUBMARINE-CHASER FOR THE NAVY IS LAUNCHED SIDEWAYS: The P.O. 496 is the first war vessel to be built in a Wisconsin shipyard since the last war. She was launched at Sturgeon Bay on November 22, 1941, into the waters of Lake Michigan. Five similar ships, each 165 ft. long and costing 600,000 dollars, are under construction in the same yard. The launch was made sideways. These vessels are capable of performing many useful tasks, and they are capable of good speeds

A "CRUISER-TYPE" SUBMARINE, "THE FLYING FISH": By July 1941 the United States had already launched three new submarines from one yard—the Portsmouth Navy Yard—of which this was the third (out of a designed total of fourteen). The *Flying Fish* was christened by Mrs. H. E. Kimmel, wife of the Commander-in-Chief of the U.S. Navies

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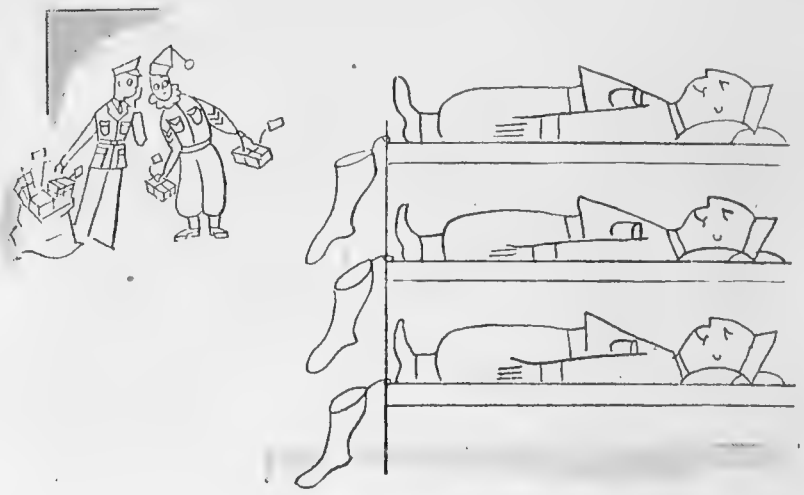
HOW MANY WILL YOU HELP?

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes," 20 Barnardo House, Stepney Causeway, E.1.



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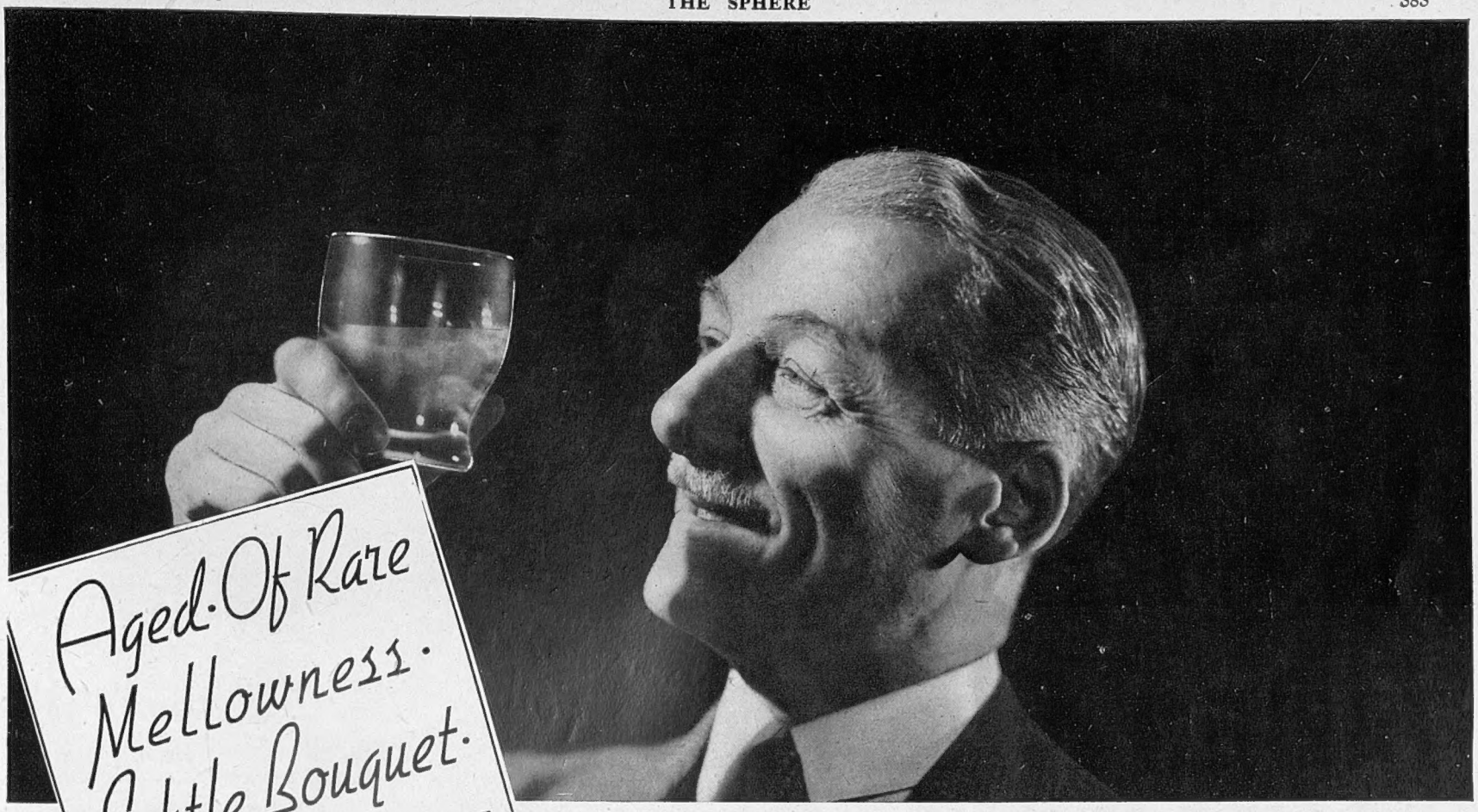
A REAL PHOTOGRAPH OF THE "ARETHUSA" BOYS MIXING THEIR CHRISTMAS PUDDING. MAKE IT A BUMPER ONE FOR THEM THIS YEAR.



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ROSE'S—*the Wise Man's Nightcap*

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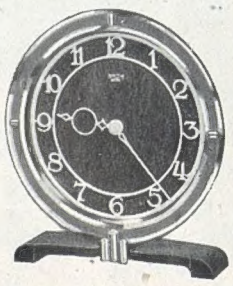
Delightful glass and metal clock with green surround, veneered walnut base and dial centre, cream fret zone and hands, and chromed mounts. Height 7½"; Width 6¾"; Depth 2½"



SMITH SECTRIC CLOCKS

plug in to Greenwich time

• NO WINDING • NO REGULATING •

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BEHIND BARBED WIRE

More than 60,000 British Prisoners of War will spend this Winter in captivity. For most, it will be their second year in enemy hands. Please imagine what your own feelings would be in like circumstances—and hold out a helping hand to these men. Complete and post the form below sending what you can—10/- will send a parcel and cigarettes to a prisoner. £5 will send regular parcels for a year.

To MISS CHRISTINE KNOWLES, O.B.E., *Hon. Director*, and LORD ABERDARE, *Chairman*.

BRITISH PRISONERS OF WAR BOOKS AND GAMES FUND

(Registered under the War Charities Act, 1940)
Carrington House, Hertford St., London, W.1.

I enclose £ : : to help our men who are Prisoners of War.

NAME .....

ADDRESS .....

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NOTE: Owing to Censorship regulations we cannot accept gifts in kind.

WARDONIA BLADES

For Better Shaves

SMALL PACKET 1'-
LARGE PACKET 2'6
PLUS PURCHASE TAX

FIT ALL 3-PEG RAZORS

ASK FOR THEM AT N.A.A.F.I CANTEENS

Valstar "777" Raincoat

SUPERLATIVE QUALITY AND DESIGN

In normal times the best shops have "777." Supplies are, however, now strictly limited.

'Valstar' coats in approved styles, are available for all branches of the Services.

J. MANDLEBERG & CO. LTD · PENDLETON · MANCHESTER
MANUFACTURERS OF HIGH GRADE WEATHERWEAR

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Good King Wenceslas looked out
On the feast of Stephen
Where the rough lay round about,
Deep and most uneven.
Gloomy was the good king's plight–
Playing like a rabbit–
When a member came in sight:
Birdies were his habit.

"Hither, Pro., and stand by me,
If thou knowest it telling,
Yonder member, why is he
'Fore' so loudly yelling?"
"Ah, North British is the ball
That he'll surely use, Sire,
On the green you'll see it fall—
It's the ball to choose, sire."

"Bring my clubs, set up my tee,
Place the golf ball hither.
With your words I don't agree;
Watch my drive go thither."
Pro. and monarch forth they went,
Forth they went together,
But the ball, to their lament,
Nestled in the heather.

"Sire, the rough is cruel now,
And the wind blows stronger,
Play North British—that is how
Drives are straight and longer."
"I will try one, good my Pro.
Ah, that went more boldly!
When my card goes in, I know,
Folks won't view it coldly."

In the masters' steps he trod,
Playing down the fairway;
Shots went Pin-Hi from the sod–
Supercharged was their way.
Therefore, golfing men, be sure,
If you're not progressing,
Play North British and secure,
Drive and putts impressing.

SUPERCHARGED S.S. *The choice of champions.* **PIN-HI** *High performance at low cost*

MADE BY THE NORTH BRITISH RUBBER CO., LTD.

Good work—good whisky

JOHNNIE WALKER

Born 1820—still going strong

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